DRAFT PURCHASE DESCRIPTION

FOR

JOINT LIGHT TACTICAL VEHICLE

FAMILY OF VEHICLES

VERSION 2.8

29TH JUNE 2011

Revision History

Revision	Date	Description
2.0	21st January 2008	January 2008 Web Release
2.1s	15th January 2010	Internal Release
2.2s	12th March 2010	Internal Release
2.3	15th April 2010	April 2010 Web Release
2.4s	29th July 2010	Internal Release
2.5	18th August 2010	August 2010 Web Release. The PD main body updated with new C4I section.
2.6	21st January 2011	January 2011 Web Release. PD main body has been updated and annex A, B, C and D have been consolidated into the main body.
2.7	11th April 2011	April 2011 Web Release PD main body has been revised.
2.8	29th June 2011	June 2011 Web Release PD main body has been revised and included verification section.

1 SCOPE

The Joint Light Tactical Vehicle (JTLV) program Engineering and Manufacturing Development (EMD) Phase is pre-decisional. The release of the Draft Automotive Tank Purchase Description (ATPD) is for informational and planning purposes only and is not to be construed as a commitment or obligation by the United States (U.S.) Government. Multiple revision of the ATPD are expected between now and any potential release of an EMD Request for Proposal (RFP). The intent for releasing this Draft is to provide industry with the forecasted direction of the JLTV program requirements and is not final. This web site will be updated with the latest version of the Draft ATPD as available.

1.1 General Description

This ATPD identifies the physical, performance and inspection requirements for the JLTV Family of Vehicles (FoV) and the companion trailer (JLTV-T). The ATPD establishes these requirements by identifying the following:

a) Physical Characteristics
b) Performance Requirements
c) Test Requirements

The ATPD is divided into a Main Body supplemented by Annexes. The Main Body of the ATPD defines overarching requirements that are applicable to the JLTV variants and the JLTV-T. The outline of the ATPD annexes are as follows:

a) Annex A - Reserved
b) Annex B - Reserved
c) Annex C - Reserved
d) Annex D - Reserved
e) Annex E - Force Protection and Signature Management (Classified)
f) Annex F - Reserved
g) Annex G - Export Controlled Annex (For Official Use Only (FOUO))
h) Annex H - Operational Mode Summary/Mission Profile (OMS/MP)
i) Annex I - Reserved
j) Annex J - Engineering Drawings
k) Annex K - Item Quantities
l) Annex L - Right Hand Operation
m) Annex M - Basic Issue Items List
n) Annex N - 2015 Land Warrior Body Dimensions

Unless otherwise specified, all mobility requirements are met with the JLTV at Gross Vehicle Weight (GVW) when configured with the B-kit armor (with Protection Level 1). If Gross Combined Vehicle Weight (GCVW) is specified, the JLTV-T (with uniformly distributed payload whose center of gravity is 24 in (61 cm) above the cargo bed) is the trailer to be used for mobility calculations and/or modeling. All performance requirements are met while operating on JP-8 fuel per MIL-DTL-83133 and at full hotel load. All Force Protection and Mobility requirements are met at one (1) ride height.

2 APPLICABLE DOCUMENTS

2.1 Government Documents

The following specifications, standards, and handbooks form a part of this document to the extent specified herein. Unless otherwise specified, the issue of these documents are those listed in the issue of the Department of Defense Index of Specifications and Standards (DODISS) and in effect on the date of RFP.

MILITARY SPECIFICATIONS

DEPARTMENT OF DEFENSE

Section Number	Title
A-A-50271	Plate, Identification
A-A-52418	Light, Warning, Vehicular: Rotating, DC
A-A-52432	Mirror Assembly, Rearview: Automotive Exterior Mounting
A-A-52474A	Electrocoating Primer
A-A-52507	Chain Assembly and Cross Chain, Tire: For Military Vehicles
A-A-52513	Bracket Assembly, Liquid Container, Five Gallon
A-A-52525	Horns and Buzzers, Air- and Electrically-Actuated
A-A-52557	Fuel Oil, Diesel; For Posts, Camps and Stations
A-A-52624	Antifreeze, Multi-Engine Type
A-A-59326	Coupling Halves, Quick-Disconnect, Cam-Locking Type
A-A-59487	Padlock (Key Operated)
MIL-PRF-2104	Lubricating Oil, Internal Combustion Engine, Combat/Tactical Service
MIL-PRF-2105	Lubricating Oil, Gear, Multipurpose (Metric)
MIL-PRF-10924	Grease, Automotive And Artillery
MIL-PRF-20696	Cloth, Waterproof, Weather Resistant
MIL-S-40626	Sign Kit, Vehicle Class
MIL-PRF-46167	Lubricating Oil, Internal Combustion Engine, Arctic
MIL-PRF-52308	Filter-Coalescer Element, Fluid Pressure
MIL-DTL-53072	Chemical Agent Resistant Coating (CARC) System Application Procedures and Quality Control Inspection
MIL-DTL-0053084	Primer, Cathodic Electrodeposition, Chemical Agent Resistant
MIL-DTL-64159	Coating, Water Dispersible Aliphatic Polyurethane, Chemical Agent Resistant
MIL-DTL-0053030	Primer Coating, Epoxy, Water Reducible, Lead and Chromate Free
MIL-PRF-62048	Air Cleaners, Automotive: Heavy Duty, Dry-Type (For Internal Combustion Engines) (Metric)
MIL-DTL-83133	Turbine Fuels, Aviation, Kerosene Types, NATO F-34 (JP-8), NATO F-35, and JP-8+100
MIL-V-81940	Valve, Sampling and Bleed, Hydraulic, Type II Systems

STANDARDS

FEDERAL

Section Number	Title
FED-STD-595	Colors Used in Government Procurement

DEPARTMENT OF DEFENSE

Section Number	Title
MIL-STD-129	Standard Practice For Military Marking
MIL-STD-209	Lifting and Tie-down Provisions
MIL-STD-461	Requirements for the Control of Electromagnetic Interference Characteristics of Subsystems and Equipment
MIL-STD-461E Interim Notice 4	Measurement of Electromagnetic Interference Characteristics
MIL-STD-461E Interim Notice 5	Measurement of Electromagnetic Interference Characteristics
MIL-STD-704	Aircraft Electric Power Characteristics
MIL-STD-810	Environmental Engineering Considerations and Laboratory Tests
MIL-STD-889	Dissimilar Metals
MIL-STD-1275	Characteristics of 28 Volt DC Electrical Systems in Military Vehicles
MIL-STD-464	Electromagnetic Environmental Effects Requirements for Systems
MIL-STD-1366	Transportability Criteria
MIL-STD-1472	Human Engineering
MIL-STD-1474	Noise Limits
SAE J318	ABS brake malfunction light
SAE J2497	ABS brake intervehicular cable
MIL-DTL-12468	Super Tropical Bleach
DODI-6055.11	Electromagnetic Radiation Protection

HANDBOOKS

DEPARTMENT OF DEFENSE

Section Number	Title
MIL-HDBK-454	General Guidelines for Electronic Equipment
MIL-HDBK-1791	Designing for Internal Aerial Delivery in Fixed Wing Aircraft

(Unless otherwise indicated, copies of the above specifications, standards, and handbooks are available from the Standardization Document Order Desk, 700 Robbins Avenue, Building 4D, Philadelphia PA 19111-5094.)

2.2 Other Government Documents, Drawings, and Publications

The following other Government documents, drawings, and publications form a part of this document to the extent specified herein. Unless otherwise specified, the issues are those cited in the solicitation.
Training and Doctrine Command Pamphlet 525-3-90/O&O, The U.S. Army Objective Force Operational and Organizational Plan Maneuver Unit of Action.
TRADOC Pamphlet 525-4-0, US Army Concept for Maneuver Sustainment Operations in Support of the Objective Force (Draft), U.S. Army White Paper: Concepts for the Objective Force.
(Application for copies should be addressed to the U.S. Army Tank automotive and Armament Command, ATTN: AMSTA-LC-AH, Warren, MI 48397-5000)
C-130 Transportability of Army Vehicles, Military Traffic Management Command Transportation Engineering Agency, Joseph Cassidy.

U.S. ARMY EDGEWOOD RESEARCH DEVELOPMENT AND ENGINEERING CENTER

Section Number	Title
D5-15-8779	Interface for M-8 Alarm

(Application for copies should be addressed to the: Technical Director, U.S. Army Edgewood Research Development and Engineering Center, ATTN: SCBRD-RT/ASM, Aberdeen Proving Ground, MD 21010-5423)

TECHNICAL BULLETIN

U.S. ARMY TANK-AUTOMOTIVE AND ARMAMENT COMMAND

Section Number	Title
TB 43-0213	Corrosion, Prevention and Control Including Rust proofing Procedures for Tactical Vehicles and Trailers

(Application for copies should be addressed to the U.S. Army Tank automotive and Armament Command, ATTN: AMSTA-LC-AH, Warren, MI 48397-5000)

ARMY REGULATIONS

Section Number	Title
Army Regulation (AR) 70-38	Research, Development, Test and Evaluation of Materiel for Extreme Climatic Conditions
AR 385-10	ARMY SAFETY PROGRAM
AR 190-51	Security of Unclassified Army Property (Sensitive and Nonsensitive)

(Copies are available from the following website:
http://www.usace.army.mil/inet/usace-docs/army-reg)

GOVERNMENT AGENCIES

DEPARTMENT OF TRANSPORTATION

FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Section Number	Title
49 CFR 571.101	Controls and Displays
49 CFR 571.102	Transmission Shift Lever Sequence, Starter Interlock, and Transmission Braking Effect
49 CFR 571.104	Windshield Wiping and Washing Systems
49 CFR 571.108	Lamps, Reflective Devices, and Associated Equipment
49 CFR 571.111	Rearview Mirrors
49 CFR 571.113	Hood Latch System
49 CFR 571.119	New Pneumatic Tires for Vehicles other Than Passenger Cars
49 CFR 571.120	Tire Selection and Rims for Motor Vehicles Other Than Passenger Cars
49 CFR 571.121	Air Brake Systems
49 CFR 571.124	Accelerator Control Systems
49 CFR 571.206	Door locks and door retention components
49 CFR 571.208	Occupant Crash Protection
49 CFR 571.209	Seat Belt Assemblies
49 CFR 571.210	Seat Belt Assemblies Anchorage
49 CFR 571.223	Rear Impact Guards
49 CFR 571.224	Rear Impact Protection
49 CFR 571.302	Flammability of interior materials.

(Application for copies should reference "Code of Federal Regulations 49 CFR" and should be addressed to the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402 or online at http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&tpl=%2Findex.tpl)

FEDERAL MOTOR CARRIER SAFETY REGULATIONS

Section Number	Title
49 CFR 393.11	Lamps and reflective devices
49 CFR 393.40	Required Brake Systems
49 CFR 393.41	Parking Brake System
49 CFR 393.42	Brakes Required on All Wheels
49 CFR 393.43	Breakaway and Emergency Braking
49 CFR 393.45	Brake Tubing and Hose, Adequacy
49 CFR 393.46	Brake Tubing and Hose Connections
49 CFR 393.47	Brake Lining
49 CFR 393.48	Brakes to Be Operative
49 CFR 393.49	Single Valve to Operate All Brakes
49 CFR 393.50	Reservoirs Required

Section Number	Title
49 CFR 393.51	Warning Devices and Gauges
49 CFR 393.52	Brake Performance
49 CFR 393.55	Antilock Brake Systems
49 CFR 393.65	All Fuel Systems
49 CFR 393.67	Liquid Fuel Tanks
49 CFR 393.70	Coupling Devices and Towing Methods, Except for Driveaway-Towaway Operations
49 CFR 393.80	Rear-vision mirrors
49 CFR 393.83	Exhaust Systems

(Application for copies should be addressed to the Dept. of Transportation, Federal Highway Administrations, Washington, DC 20591)

ENVIRONMENTAL PROTECTION AGENCY

Section Number	Title
Environmental Protection Agency (EPA) 85.1703	Definition of a Motor Vehicle
EPA 89.908	National Security Exemption
EPA 1068.225	Provisions for exempting engines/equipment for national security

(Application for copies should reference "Code of Federal Regulations 40 CFR" and should be addressed to the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402 or online at http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&tpl=%2Findex.tpl)

NATIONAL FIRE PROTECTION AGENCY

Section Number	Title
National Fire Protection Agency (NFPA) 407	Standard for Aircraft Fuel Servicing (National Fire Codes, Vol. 7)
NFPA 70	National Electrical Code
NFPA 2001	Standard on Clean Agent Fire Extinguishing Systems

(Application for copies should be addressed to the National Fire Protection Agency, One Batterymarch Park, PO Box 9101, Quincy, MA 02269-9101)

NORTH ATLANTIC TREATY ORGANIZATION STANDARDIZATION AGREEMENT

Section Number	Title
Standardization Agreement (STANAG) 2413	Demountable Load Carrying Platforms (DLCP/Flatracks)
STANAG 4007	Electrical Connectors Between Prime Movers, Trailers and Towed Artillery
STANAG 4074	Auxiliary Power Unit Connections for Starting Tactical Land

Section Number	Title
	Vehicles
STANAG 4569	Protection levels for occupants of logistic and light armored vehicles

NORTH ATLANTIC TREATY ORGANIZATION ALLIED VEHICLE TESTING PUBLICATION

Section Number	Title
North Atlantic Treaty Organization (NATO) Allied Vehicle Testing Publication (AVTP) 03-30 WT	Steering and Maneuverability
NATO AVTP 03-160 W	Dynamic Stability

(Applicable NATO documents are those that are current at NATO Headquarters Military Agency for Standardization, 1110 Brussels). Copies are available from IHS, Inc., 15 Inverness Way East, Englewood, CO 80112 www http://global.ihs.com/ email globalcustomerservice@ihs.com).

U.S. OCCUPATIONAL SAFETY & HEALTH ADMINISTRATION

Section Number	Title
29 CFR 1910.12	Hazard Communication

((Application for copies should reference "Code of Federal Regulations 29 CFR" and should be addressed to the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402 or online at http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&tpl=%2Findex.tpl)

AUSTRALIAN GOVERNMENT AGENCIES

Department of Infrastructure, Transport, Regional Development and Local Government
Motor Vehicles Standards Act 1989

Australian Design Rules (ADR) - 3rd Edition

Section Number	Title
ADR 03/03	Seat and Seat Anchorage
ADR 05/05	Anchorage for Seatbelts
ADR 06/00	Direction Indicators
ADR 13/00	Installation of Lighting and Light-Signalling Devices on other than L-Group Vehicles
ADR 18/03	Instrumentation
ADR 30/01	Smoke Emission Control for Diesel Vehicles
ADR 38/03	Trailer Braking Systems
ADR 42/04	General Safety Requirements
ADR 45/01	Lighting & Light-Signaling Devices not covered by ECE Regulations
ADR 49/00	Front and Rear Position (Side) Lamps, Stop Lamps and End-outline

Section Number	Title
	Marker Lamps
ADR 62/02	Mechanical Connections Between Vehicles
ADR 75/00	Headlamp Cleaners

(Copies are available from the following website: http://www.infrastructure.gov.au/roads/motor/design/adr_online.aspx)

AUSTRALIAN PAINT APPROVAL SCHEME SPECIFICATION

Section Number	Title
0502 (Australian Paint Approval Scheme (APAS) 0502/1)	Disruptive Pattern Camouflage Polyurethane Finishing System for Vehicles & Equipment

(Copies are available from the following website: http://www.apas.gov.au/SpecList.asp)

2.3 Non-Government Documents, Drawings and Publications

The following documents form a part of this document to the extent specified herein. Unless otherwise specified, the issues of the documents which are Department of Defense (DoD) adopted are those listed in the issue of the DoDISS cited in the solicitation. Unless otherwise specified, the issues of documents not listed in the DoDISS are the issues of the documents cited in the solicitation (see 6.2).

AMERICAN SOCIETY FOR TESTING AND MATERIALS

Section Number	Title
American Society for Testing and Materials (ASTM) D975	Standard Specification for Diesel Fuel Oils

(Applications for copies should be addressed to the: American Society for Testing & Materials 100 Bar Harbor Drive, West Conshohocken, PA 19428-2959)

GENERAL MOTORS

Section Number	Title
GMW14872	Accelerated Cyclic Laboratory Corrosion Test (replaces GM 9540P)

(Application for copies should be addressed to IHS, Inc., 15 Inverness Way East, Englewood, CO 80112 http://www.global.ihs.com/ email globalcustomerservice@ihs.com).

INTERNATIONAL ORGANIZATION OF STANDARDIZATION

Section Number	Title
International Organization	Mechanical vibration and shock -- Evaluation of human exposure

Section Number	Title
of Standardization (ISO) 2631-1	to whole-body vibration -- Part 1: General requirements
ISO 2631-5	Mechanical vibration and shock -- Evaluation of human exposure to whole-body vibration -- Part 5: Method for evaluation of vibration containing multiple shocks

(Application for copies should be addressed to International Organization of Standardization (ISO), Case Postale 56, Geneva, Switzerland CH-1211)

SOCIETY OF AUTOMOTIVE ENGINEERS, INC.

Section Number	Title
Society of Automotive Engineers (SAE) AS8090	Mobility, Towed Aerospace Ground Equipment, General Requirements for (DOD Adopted)
SAE J163	Low Tension Wiring and Cable Terminals and Splice Clips (DOD Adopted)
SAE J198	Windshield Wiper Systems- Trucks, Buses, and Multipurpose Vehicles (DOD Adopted)
SAE J318	Automotive Air Brake Line Couplers (Gladhands)
SAE J336	Sound Level for Truck Cab Interior (DOD Adopted)
SAE J343	Test and Test Procedures for SAE 100R Series Hydraulic Hose and Hose Assemblies
SAE J366	Exterior Sound Level for Heavy Trucks and Buses (DOD Adopted)
SAE J381	Windshield Defrosting Systems Test Procedures -Trucks, Buses, and Multipurpose Vehicles (DOD Adopted)
SAE J382	Windshield Defrosting Systems Performance Requirements -Trucks, Buses, and Multipurpose Vehicles (DOD Adopted)
SAE J516	Hydraulic Hose Fittings
SAE J517	Hydraulic Hose
SAE J534	Lubrication Fittings (DOD Adopted)
SAE J560	Seven Conductor Electrical Connector for Truck-Trailer Jumper Cable (DOD Adopted)
SAE J682	Rear Wheel Splash and Stone Throw Protection (DOD Adopted)
SAE J683	Tire Chain Clearance-Trucks, Buses (Except Suburban, Intercity, and Transit Buses), and Combinations of Vehicle (DOD Adopted)
SAE J697	Safety Chain of Full Trailers or Converter Dollies (DOD Adopted)
SAE J701	Truck Tractor Semitrailer Interchange Coupling Dimensions (DOD Adopted)
SAE J706	Rating of Winches (DOD Adopted)
SAE J848	Fifth Wheel King Pin, Heavy Duty - Commercial Trailers and Semitrailers (DOD Adopted)
SAE J849	Connection and Accessory Locations for Towing Multiple Trailers (DOD Adopted)
SAE J994	Alarm - Backup - Electric Laboratory Performance Testing, Standard (DOD Adopted)
SAE J1100	Motor Vehicle Dimensions (DOD Adopted)

Section Number	Title
SAE J1292	Automobile, Truck, Truck-Tractor, Trailers, and Motor Coach Wiring (DOD Adopted)
SAE J1436 (R)	Requirements for Engine Cooling System Filling, De-aeration, and Drawdown Tests, Information Report
SAE J1587	Joint SAE/TMC Electronic Data Interchange between Microcomputer Systems in Heavy Duty Vehicle Applications
SAE J1708	Serial Data Communications between Microcomputer Systems in Heavy-duty Vehicle Applications 13
SAE J1850	Class B Data Communications Network Interface
SAE J1939	Series: J1939-11 Physical Layer - 250K bits/s, Shielded Twisted Pair
SAE J1939-13	Off-Board Diagnostic Connector
SAE J1939-21	Data Link Layer
SAE J1939-31	Network Layer
SAE J1939-71	Vehicle Application Layer
SAE J1939-73	Application Layer - Diagnostics
SAE J1939-81	Recommended Practice for Serial Control and Communications Vehicle Network - Part 81 - Network Management
SAE J1992	Wheels/Rims - Military Vehicles - Test Procedures and Performance Requirements
SAE J2014	Pneumatic Tires for Military Tactical Wheeled Vehicles
SAE J2711	Recommended Practice for Measuring Fuel Economy and Emissions of Hybrid-Electric and Conventional Heavy-duty Vehicles

(Applications for copies should be addressed to the: Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096)

TIRE AND RIM ASSOCIATION INCORPORATED

European Committee for Standardization EN-12999 Crane-Loader cranes
Tire and Rim Association (TRA) 1-Year Book

(Application for copies should be addressed to the: TRA Inc., 175 Montrose West Avenue, Suite 150, Copley, OH 44321)

UNDERWRITERS LABORATORIES INCORPORATED

Section Number	Title
Underwriters Laboratories (UL) 299	Dry Chemical Fire Extinguishers
UL 711	Rating and Fire Testing of Fire Extinguishers
UL 2166	Halocarbon Clean Agent Extinguishing System Units

2.4 Order of Precedence

If there is a conflict between the text of this specification and the references cited herein, requirements shall be followed by the below listed order of precedence:

1) Contract Document and associated contract clauses.
2) JLTV ATPD.
3) Government documents, drawings and publications specified in the JLTV ATPD.
4) Non-government documents, drawings and publications specified in the JLTV ATPD.
5) Documents, drawings and publications referenced in (3) or (4) above.

2.4.1 Compliance with Laws & Regulations

The requirements and specifications contained in the above documents shall not be interpreted as a waiver or allowance to supersede any law or regulation unless a specific exemption has been obtained.

ID	Draft Purchase Description v 2.8	I	T	C	A	Section 4 - Verification
PDFOV-874	**3 VEHICLE REQUIREMENTS**					**4. REQUIREMENTS VERIFICATION**
PDFOV-875	The JLTV provides enhanced light tactical mobility as an integral component of future Joint war fighting concepts and the Joint Force's ability to dominate the asymmetric operational environment. The JLTV system includes the vehicle and the companion trailer. Everywhere in the ATPD where it says 'JLTV' means all JLTV variants. Specific JLTV variant requirements will be noted by 'JLTV-[X]'. If a conflict arises, the callout in the specific variant takes precedence. If not otherwise specified, all requirements are threshold values (T). Objective values, which are desired capabilities, are labeled with an (O).					Compliance with Section 3 requirements shall be verified through one or more of the following methods, as specified in the JLTV Requirements and Verification Matrix and described herein: Inspection, Test, Certification, and Analysis. Verification requiring Inspection, Test, and/or Certification pertains only to those sub-configurations being procured. Verification requiring Analysis shall pertain to all sub-configurations. Inspection (I). Inspections constitute those activities conducted by the government for the purpose of evaluating vehicle attributes and characteristics against the JLTV Section 3 requirements. Verification shall be accomplished by visual or physical examination of the end item or its subsystems/components. Test (T). Testing shall be conducted by the Government, and shall be accomplished through the systematic physical operation of the JLTV, its subsystems or components, under appropriate and specified conditions, with or without instrumentation, and the collection, analysis, and evaluation of resulting data. Testing also includes the act of recording measurements related to the function of the JLTV, its subsystems or components, and verifying interfaces with respect to form, fit, and function. Certification (C). Certifications are defined as contractor-furnished documents certifying compliance with the specific Section 3 requirement criteria. Certifications shall be from organizations not affiliated with the Contractor (i.e. 3rd party). Certification organization shall be accredited for testing and certification to the standard/specification referenced in the Section 3 requirement criteria. Presence of a Certification Mark on the product from such an organization is acceptable evidence of certification. As directed by the Government, certifications may be used in lieu of additional verification methods. Analysis (A). Analyses will be conducted by the government (responsible government organization, as well as method of analysis shall be indicated), unless otherwise directed by the government. Analysis shall consist of technical or mathematical evaluations, mathematical models, simulations, algorithms, charts, diagrams, representative data, or other appropriate means to demonstrate compliance with Section 3 requirement.
PDFOV-8260	**3.1 JLTV Variants**					**4.1**

ID	Draft Purchase Description v 2.8	I	T	C	A	Section 4 - Verification
PDFOV-8537	The JLTV is comprised of two (2) variants, a two (2) seat and a four (4) seat variant, and a companion Trailer (JLTV-T). The two (2) seat variant has one (1) base vehicle platform, the Utility (JLTV-UTL). The four (4) seat variant has two (2) base vehicle platforms, the General Purpose (JLTV-GP) and the Close Combat Weapons Carrier (JLTV-CCWC). The base vehicle platforms will be delivered in a variety of configurations through the installation of kits and mission essential equipment required to perform their primary operational role as specified in the contract and Annex K.					This is a definition and not verifiable separately.
PDFOV-8548	**3.1.1 JLTV Two Seat Variant**					**4.1.1**
PDFOV-8273	**3.1.1.1 JLTV-UTL**					**4.1.1.1**
PDFOV-8275	The JLTV-UTL carries cargo (or unprotected troops in an administrative environment) on an open bed; this configuration provides mobility primarily for non-shelter loads, such as boxes, pallets, small containers, or break bulk cargo. As a prime mover, this vehicle tows existing combat loads including 105 mm howitzers, Q-36 radars, or other towed loads typically moved by light tactical vehicles. The JLTV-UTL acts as a Shelter Carrier when configured to carry existing standard shelters required for maintenance, communications, etc. The bed maybe modified or a shelter adapter may be required to accept shelter loads and optimize vehicle performance while loaded with a shelter. Standard legacy shelters are supported by this vehicle.					This is a definition and not verifiable separately.
PDFOV-8547	**3.1.2 JLTV Four Seat Variant**					**4.1.2**
PDFOV-8261	**3.1.2.1 JLTV-GP**					**4.1.2.1**
PDFOV-8262	The JLTV-GP is a highly mobile multipurpose platform for general utility, movement of troops or small supply items about the battlefield. The JLTV-GP provides general purpose logistical support, including administrative movement. The JLTV-GP includes only a basic suite of command and control items common to all JLTVs.					This is a definition and not verifiable separately.
PDFOV-8267	**3.1.2.2 JLTV-CCWC**					**4.1.2.2**

ID	Draft Purchase Description v 2.8	I	T	C	A	Section 4 - Verification
PDFOV-8268	The JLTV-CCWC is configured for employment of the Close Combat Weapons System, currently the Tube-launched, Optically-tracked, Wire command data link, guided missile Improved Target Acquisition System (TOW-ITAS) (U.S. Army) or Saber (USMC), and direct fire kinetic weapons such as the M2 .50 Cal machine-gun. The JLTV-CCWC is employed on avenues of approach, over-watch positions or attack by fire positions. During all types of operations including urban operations, they use precision long range fire capability to enable maneuver of Infantry units in the close fight. The JLTV-CCWC satisfies the requirement for an anti-tank / anti-armor weapons platform within the USMC and U.S. Army.					This is a definition and not verifiable separately.
PDFOV-8346	**3.2 JLTV Companion Trailer**					**4.2**
PDFOV-8347	The JLTV-T is capable of meeting the mobility characteristics of the JLTV and capable of safely carrying the payload.					This is a definition and not verifiable separately.
PDFOV-876	**3.3 Physical Requirements**					**4.3**
PDFOV-877	**3.3.1 Curb Weight**					**4.3.1**
PDFOV-878	Curb Weight (CW) is defined as the weight of the empty JLTV with Basic Issue Items (BII) onboard; all armor to meet A-structure requirements; infrastructure to support standard equipment; and a full load of fuel, fluids, and lubricants. Standard equipment is defined in Annex K. BII is defined in Annex M.					This is a definition and not verifiable separately.
PDFOV-8201	The JLTV-GP shall not exceed 13,800 lbs (6,260 kg) at CW.		X			Testing shall be conducted IAW TOP 2-2-801 to verify compliance with Section 3 requirement.
PDFOV-8204	The JLTV-CCWC shall not exceed 13,800 lbs (6,260 kg) at CW.		X			Testing shall be conducted IAW TOP 2-2-801 to verify compliance with Section 3 requirement.
PDFOV-8207	The JLTV-UTL shall not exceed 13,800 lbs (6,260 kg) at CW.		X			Testing shall be conducted IAW TOP 2-2-801 to verify compliance with Section 3 requirement.
PDFOV-879	**3.3.2 Gross Vehicle Weight**					**4.3.2**
PDFOV-880	Gross Vehicle Weight (GVW) is defined as CW plus B-kit armor, Gunner's Protection Kit (GPK) and payload. The residual payload, after the JLTV's crew and their personnel equipment with individual weapon, mission specific equipment and vehicle kits, and the self sustainment payload has been applied, may be countered against the weight of the GPK.					This is a definition and not verifiable separately.
PDFOV-8190	**3.3.3 GVW Rating**					**4.3.3**

ID	Draft Purchase Description v 2.8	I	T	C	A	Section 4 - Verification
PDFOV-8191	GVW Rating (GVWR) is defined as the maximum allowable total weight of the vehicle so that the vehicle does not exceed the published ratings of the load bearing components (e.g. tires, wheels, axles, suspension frame).					This is a definition and not verifiable separately.
PDFOV-881	**3.3.4 Gross Combined Vehicle Weight**					**4.3.4**
PDFOV-882	Gross Combined Vehicle Weight (GCVW) is defined as the GVW of the JLTV excluding tongue weight plus the weight of the towed load. All characteristics requiring evaluation at GCVW are performed using the JLTV-T with full payload.					This is a definition and not verifiable separately.
PDFOV-883	**3.3.5 Payload**					**4.3.5**
PDFOV-884	Payload is defined as any load placed in or on the vehicle that increases the vehicle weight above the CW. Payload includes, but is not limited to, the weight of the crew, weight of the crew's personal equipment with individual weapon, cargo, water cans, table of organization equipment or common table of allowances items, kits, communications and electronics equipment, cargo cover kits, shelterized systems (including the weight of the shelter), ammunition and/or additional fuels and lubricants (to include water) necessary to render the system combat ready. Any trailer tongue load will be included as a part of the payload (if applicable). B-kit armor is not considered part of payload.					This is a definition and not verifiable separately.
PDFOV-8208	The JLTV-GP shall be capable of transporting a payload of 3,500 lbs (1588 kg). (T)		X			Testing shall be conducted IAW TOP 2-2-801 (to obtain vehicle weight before payload and after payload), and contractor-supplier load plan, to verify compliance with section 3 requirements from a static basis. Dynamic testing, to verify transportability of required payload, shall be conducted during RAM testing over OMS/MP to verify no significant movement that would create damage to the vehicle or the cargo during vehicle operation.
PDFOV-8209	The JLTV-GP shall be capable of transporting a payload of 5,100 lbs (2313 kg). (O)		X			Testing shall be conducted IAW TOP 2-2-801 (to obtain vehicle weight before payload and after payload), and contractor-supplier load plan, to verify compliance with section 3 requirements from a static basis. Dynamic testing, to verify transportability of required payload, shall be conducted during RAM testing over OMS/MP to verify no significant movement that would create damage to the vehicle or the cargo during vehicle operation.

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PDFOV-8214	The JLTV-CCWC shall be capable of transporting a payload of 3,500 lbs (1588 kg). (T)		X			Testing shall be conducted IAW TOP 2-2-801 (to obtain vehicle weight before payload and after payload), and contractor-supplier load plan, to verify compliance with section 3 requirements from a static basis. Dynamic testing, to verify transportability of required payload, shall be conducted during RAM testing over OMS/MP to verify no significant movement that would create damage to the vehicle or the cargo during vehicle operation.
PDFOV-8215	The JLTV-CCWC shall be capable of transporting a payload of 5,100 lbs (2313 kg). (O)		X			Testing shall be conducted IAW TOP 2-2-801 (to obtain vehicle weight before payload and after payload), and contractor-supplier load plan, to verify compliance with section 3 requirements from a static basis. Dynamic testing, to verify transportability of required payload, shall be conducted during RAM testing over OMS/MP to verify no significant movement that would create damage to the vehicle or the cargo during vehicle operation.
PDFOV-8220	The JLTV-UTL shall be capable of transporting a payload of 5,100 lbs (2313 kg). (T)		X			Testing shall be conducted IAW TOP 2-2-801 (to obtain vehicle weight before payload and after payload), and contractor-supplier load plan, to verify compliance with section 3 requirements from a static basis. Dynamic testing, to verify transportability of required payload, shall be conducted during RAM testing over OMS/MP to verify no significant movement that would create damage to the vehicle or the cargo during vehicle operation.
PDFOV-8221	The JLTV-UTL shall be capable of transporting a payload of 11,000 lbs (5000 kg). (O)		X			Testing shall be conducted IAW TOP 2-2-801 (to obtain vehicle weight before payload and after payload), and contractor-supplier load plan, to verify compliance with section 3 requirements from a static basis. Dynamic testing, to verify transportability of required payload, shall be conducted during RAM testing over OMS/MP to verify no significant movement that would create damage to the vehicle or the cargo during vehicle operation.
PDFOV-8222	The JLTV-T shall have a payload of 5,100 lbs (2313 kg).		X			Testing shall be conducted IAW TOP 2-2-801 (to obtain vehicle weight before payload and after payload), and contractor-supplier load plan, to verify compliance with section 3 requirements from a static basis. Dynamic testing, to verify transportability of required payload, shall be conducted during RAM testing over OMS/MP to verify no significant movement that would create damage to the vehicle or the cargo during vehicle operation.
PDFOV-8128	**3.3.5.1 GFE Integration**					**4.3.5.1**

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PDFOV-8129	All Government Furnished Equipment (GFE) as specified by the JLTV variants in Annex K shall be integrated per their Interface Control Documents (ICD) into designated vehicle locations with accounting for Size, Weight, Power and Cooling (SWaPC) (including all electrical interfaces).					This is a definition and not verifiable separately.
PDFOV-8130	All GFE as specified by the JLTV variant or subconfiguration in Annex K shall be able to be installed without any additional vehicle modifications.					This is a definition and not verifiable separately.
PDFOV-8131	The GFE performance shall not be degraded due its integration within JLTV.					
PDFOV-7339	**3.3.5.2 Self Sustainment Payload**					**4.3.5.2**
PDFOV-7340	The JLTV (with accompanying trailer) shall be capable of carrying three (3) days of self sustainment payload. (T)		X			Testing shall be conducted IAW TOP 2-2-802 to verify compliance with Section 3 requirement. Number of miles to be driven per 5.2.2 of TOP is 25 miles of OMS/MP representative terrain (all terrain profiles).
PDFOV-7984	The JLTV (with accompanying trailer) shall be capable of carrying seven (7) days of self sustainment payload. (O)		X			Testing shall be conducted IAW TOP 2-2-802 to verify compliance with Section 3 requirement. Number of miles to be driven per 5.2.2 of TOP is 25 miles of OMS/MP representative terrain (all terrain profiles).
PDFOV-7341	**3.3.5.2.1 On Vehicle Self-Sustainment Payload**					**4.3.5.2.1**
PDFOV-7342	The JLTV shall be capable of carrying at least one (1) day of self sustainment payload on the vehicle.					This is a definition and not verifiable separately.
PDFOV-8223	**3.3.6 Crew**					**4.3.6**
PDFOV-8224	The JLTV-GP shall provide the capability to accommodate and transport a total of four (4) crew.	X				Inspection shall be performed IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-8227	The JLTV-CCWC shall provide the capability to accommodate and transport a total of four (4) crew.	X				Inspection shall be performed IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-8230	The JLTV-UTL shall provide the capability to accommodate two (2) crew.	X				Inspection shall be performed IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-895	**3.3.7 Operating Environment**					**4.3.7**
PDFOV-896	**3.3.7.1 Operating Parameters**					**4.3.7.1**
PDFOV-898	The JLTV shall start and operate in all altitudes from -500 ft (-152 m) through 12,000 ft (3658 m).		X			Testing shall be conducted by functionally driving the vehicle at altitudes stated to verify compliance with section 3.
PDFOV-899	The JLTV shall maintain full mission capability in temperatures from -40°F (-40°C) to 125°F (52°C) under full radiant heat loading (from the sun, crew, electronics, engine heat) in the operating range of the vehicle.		X			Testing shall be conducted in accordance with TOP 2-2-816, paragraphs 5.1 and 5.2, with temperature range of -40øF (-40øC) to 125øF (52øC), to verify compliance with Section 3 requirements.

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PDFOV-900	**3.3.7.1.1 Start**					**4.3.7.1.1**
PDFOV-902	The JLTV shall start in -25°F (-32°C) to 120°F (49°C) within one (1) minute from the initiation of cranking with no external aids, kits, or prior warming of the batteries.		X			Testing shall be conducted IAW TOP 2-2-650, paragraph 4.1 to verify compliance with Section 3 requirement.
PDFOV-903	The JLTV shall start in -40°F (-40°C) to -26°F (-32°C) within two (2) minutes or less from the initiation of cranking. An arctic kit can be used.		X			Testing shall be conducted IAW TOP 2-2-650, paragraph 4.2 to verify compliance with Section 3 requirement at -40 F. If an arctic kit is needed, it shall be initiated no more than 28 mins. prior to the initiation of cranking.
PDFOV-3942	The JLTV engine shall be able to be started within 30 minutes from the initiation of the engine arctic kit-aided start sequence.		X			Testing shall be conducted IAW TOP 2-2-650, paragraph 4.2 to verify compliance with Section 3 requirement (including 30 min. start requirement) at -40 F. If an arctic kit is needed, this item will be confirmed concurrently with PDFOV-903 test.
PDFOV-6544	**3.3.7.1.1.1 Automatic Starting Aid**					**4.3.7.1.1.1**
PDFOV-3529	If either is required to assist engine start in cold weather, the vehicle shall be equipped with a fully-automatic starting fluid system that will inject precisely controlled amount of vaporized starting fluid into the engine's air intake system to prevent engine damage. The automatic starting aid system will only operate when enabled by the driver.		X			Testing shall be conducted IAW TOP 2-2-650, paragraph 4.1, appendix B (safety precautions), and JLTV technical manual.
PDFOV-911	**3.3.7.2 Storage Temperatures**					**4.3.7.2**
PDFOV-912	The JLTV and JLTV-T shall be capable of being placed outdoor in long term storage, up to six months, at temperatures ranging between -50°F (-46°C) and 160°F (71°C) , in humid storage conditions in accordance with (IAW) AR 70-38 table 2-1 and in salt-fog conditions per MCO 4790.18B 16 Jul 04 / TM 4795-34-2 / TM4795-12-1 without degradation. The removal of the Driver Smart Display Unit (DSDU)/ Commanders Smart Display Unit (CSDU)/ Auxiliary Smart Display Unit (ASDU)/ Auxiliary Display Unit (ADU) and the Enhanced Modular Computing Unit (EMCU) is permitted.		X			Testing shall be conducted IAW MIL-STD-810, method high temperature, low temperature, humidity, and salt fog, to verify compliance with Section 3 requirement. Testing must follow the values indicated in section 3 (including AR-70 Table 2-1), where indicated.
PDFOV-7985	**3.3.7.3 Height**					**4.3.7.3**
PDFOV-7986	The JLTV shall have the ability to be reduced to a height of less than 76 in (193 cm) as measured from the ground to the highest point on the vehicle (excluding GPK and antennas).		X			Testing shall be conducted IAW TOP 1-2-504, 6.d.2.a to verify compliance with Section 3 requirement.
PDFOV-941	**3.4 Performance Requirements**					**4.4**
PDFOV-943	**3.4.1 Mobility**					**4.4.1**

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PDFOV-7477	The JLTV at GVW shall be capable of traversing fine grain soils with a Rating Cone Index (RCI) of 25 in a single pass. (T)		X			Testing shall be conducted IAW TOP 2-2-619, paragraph 6.2.2, to verify compliance with Section 3 requirement. Requirement will be considered met if within RCI tolerances is +2.
PDFOV-7987	The JLTV at GVW shall be capable of traversing fine grain soils with an RCI of 22 in a single pass. (O)		X			Testiing shall be conducted IAW TOP 2-2-619, paragraph 6.2.2, to verify compliance with Section 3 requirement. Requirement will be considered met if within RCI tolerances is +2.
PDFOV-7478	The JLTV at GVW shall be capable of ascending coarse grained, dry sand (less than 1% moisture content) 30% longitudinal slopes.		X			Testing via drawbar pull method shall be conducted IAW 2-2-604, paragraph 4.1 Moisture content to be at 1% or less and recorded per TOP 2-2-619, 6.3.1.2 a to verify compliance with Section 3 requirement.
PDFOV-946	The JLTV Tactical Mobility is defined as 60 percent improved roads (Primary and Secondary) and 40 percent-unimproved roads (trails) and cross-country. Cross-country includes beaches, forests, grasslands, tropical jungles, mountains, and deserts throughout all seasonal conditions. Optimum Central Tire Inflation System (CTIS) (if fitted) setting may be used to meet JLTV Tactical Mobility requirements. The JLTV's OMS/MP is detailed in Annex H.					This is a definition and not verifiable separately.
PDFOV-8550	The JLTV at GVW shall be able to pull a longitudinal load at low speed (or stall) up to the traction limit of the tires from the drawbar on a hard surface in all-wheel drive mode with transfer-case and differentials locked if so equipped for at least 10 seconds without a mechanical failure.		X			Testing shall be conducted IAW a modified TOP-2-2-604 to verify compliance with Section 3 requirement. We will run IAW TOP for 10 seconds. We will run 3 samples, 3 times each vehicle.
PDFOV-8551	The JLTV at GVW shall be able to drive off a 12 in (30 cm) vertical step (oriented perpendicular to the path) at 10 mph (16 kph) without any mechanical damage to the vehicle and without exceeding 2.5G measured at the floor closest to the CG.	X				The JLTV will be driven off the 12" vertical wall at ATC. We will run three (3) samples, three (3) times each vehicle to verify compliance with Section 3 requirement. Inspection shall be conducted IAW TOP 2-2-505 to ensure there is no damage to the cooling system, engine, transmission, T-Case, Drive-shafts, or differentials is present.
PDFOV-8552	The JLTV at GVW shall traverse a 35 percent grade (20 degrees slope) V-Ditch 25 ft (8 m) wide at an approach angle of 79 percent grade (45 degrees slope) bias to the centerline of the obstacle without total loss of tractive capability.		X			Testing shall be conducted IAW TOP 2-2-506 as part of the OMS/MP to verify compliance with Section 3 requirement.
PDFOV-8553	The JLTV at GVW shall be able to traverse up and down a 6 in (15 cm) step (curb) parallel to the vehicle direction of travel at 15		X			Testing shall be conducted IAW TOP 2-2-506 to verify compliance with Section 3 requirement.

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	mph (24 kph).					
PDFOV-8554	The JLTV at GCVW shall traverse staggered 24 in (61 cm) diameter potholes with depths alternating between 6 in (15 cm) and 12 in (30 cm) and 78 percent grade (45 degrees slope) edge at 10 mph (16 kph).		X			Testing shall be conducted IAW TOP 2-2-506 to verify compliance with Section 3 requirement.
PDFOV-8555	The JLTV at GCVW shall traverse a 20 ft (6 m) flight of stairs with a step rise of 6 in (15 cm) and run of 15 in (38 cm) with an average speed of 5 mph (8 kph).		X			Testing shall be conducted IAW TOP 2-2-506 to verify compliance with Section 3 requirement.
PDFOV-8556	The JLTV at GCVW shall traverse an urban rubble pile with an average speed of 5 mph (8 kph).		X			Testing shall be conducted IAW TOP 2-2-506 to verify compliance with Section 3 requirement.
PDFOV-8348	**3.4.1.1 Speed**					**4.4.1.1**
PDFOV-8349	The JLTV-T at all permissible loads shall be capable of operating at speeds specified for the JLTV in all on/off road conditions without damage or interference.	X	X			The JLTV-T shall be towed by the JLTV (with a full range of kits and Annex K equipments installed) over the OMS/MP. Inspection shall be conducted IAW TOP 2-2-505 prior to, and after, such testing, to verify compliance with Section 3 requirement.
PDFOV-978	**3.4.1.1.1 Acceleration Dash Speed**					**4.4.1.1.1**
PDFOV-7392	**3.4.1.1.1.1 0-30 mph Acceleration Dash Speed**					**4.4.1.1.1.1**
PDFOV-980	The JLTV at GVW shall be capable of accelerating on dry, level hard terrain from 0 to 30 mph (48 kph) within 9.4 seconds. (T)		X			Testing shall be conducted IAW TOP 2-2-602, paragraph 5.1.1, for speed requirements indicated in sec. 3.
PDFOV-7990	The JLTV at GVW shall be capable of accelerating on dry, level hard terrain from 0 to 30 mph (48 kph) within 7 seconds. (O)		X			Testing shall be conducted IAW TOP 2-2-602, paragraph 5.1.1, for speed requirements indicated in sec. 3.
PDFOV-7393	**3.4.1.1.1.2 0-50 mph Acceleration Dash Speed**					**4.4.1.1.1.2**
PDFOV-981	The JLTV at GVW shall be capable of accelerating on dry, level hard terrain from 0 to 50 mph (81 kph) within 26.1 seconds.		X			Testing shall be conducted IAW TOP 2-2-602, paragraph 5.1.1, for speed requirements indicated in sec. 3.
PDFOV-984	**3.4.1.1.2 Forward Speed**					**4.4.1.1.2**
PDFOV-985	The JLTV at GVW shall be capable of maintaining a minimum speed of 70 mph (113 kph) in the forward direction on a dry, level, hard surface road.		X			Testing shall be conducted IAW TOP 2-2-602, paragraph 5.2.1, for speed indicated in sec. 3. Testing shall ensure that speed can be maintained as indicated in sec. 3.
PDFOV-986	**3.4.1.1.3 Reverse Speed**					**4.4.1.1.3**
PDFOV-987	The JLTV at GVW shall be capable of operating in reverse at a speed of 8 mph (13 kph) on a dry, level, hard surface road.		X			Testing shall be conducted IAW TOP 2-2-602, paragraph 5.2.1, for speed indicated in sec. 3. Testing shall be conducted for reverse gear and shall ensure that speed can be maintained as indicated in sec. 3.
PDFOV-988	**3.4.1.1.4 Speed on Grade**					**4.4.1.1.4**

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PDFOV-989	The JLTV shall be capable of continuously ascending a 5 percent grade (3 degrees slope) at not less than 45 mph (72 kph) at GVW (T).		X			Testing shall be conducted IAW TOP 2-2-610, sec. 4.1.3, for speed and grade indicated in sec. 3.
PDFOV-8074	The JLTV shall be capable of continuously ascending a 5 percent grade (3 degrees slope) at 60 mph (97 kph) at GVW (O).		X			Testing shall be conducted IAW TOP 2-2-610, sec. 4.1.3, for speed and grade indicated in sec. 3.
PDFOV-990	**3.4.1.2 Lateral Stability**					**4.4.1.2**
PDFOV-7599	The JLTV shall be capable of sustaining 0.5 g lateral acceleration in a steady state cornering maneuver on a paved surface at CW without two-wheel lift . (T)		X			Testing shall be conducted IAW TOP 2-2-609 and SAE procedure J266 to verify compliance with Section 3 requirement.
PDFOV-7991	The JLTV shall be capable of sustaining 0.6 g lateral acceleration in a steady state cornering maneuver on a paved surface at CW without two-wheel lift. (O)		X			Testing shall be conducted IAW TOP 2-2-609 and SAE procedure J266 to verify compliance with Section 3 requirement.
PDFOV-7600	The JLTV shall be capable of sustaining 0.5 g lateral acceleration in a steady state cornering maneuver on a paved surface at GVW without two-wheel lift. (T)		X			Testing shall be conducted IAW TOP 2-2-609 and SAE procedure J266 to verify compliance with Section 3 requirement.
PDFOV-7992	The JLTV shall be capable of sustaining 0.6 g lateral acceleration in a steady state cornering maneuver on a paved surface at GVW without two-wheel lift. (O)		X			Testing shall be conducted IAW TOP 2-2-609 and SAE procedure J266 to verify compliance with Section 3 requirement.
PDFOV-8557	The JLTV at CW and GVW shall exhibit linear range and limit range under steer characteristics during steady state turns, demonstrating an under steer gradient at least 1.5 deg/g at the wheels.		X			Testing shall be conducted IAW TOP 2-2-609 and SAE procedure J266 to verify compliance with Section 3 requirement.
PDFOV-8558	The JLTV at CW and GVW shall exhibit a roll gradient not to exceed 12 deg/g during steady state turns, as defined in SAE Procedure J266.		X			Testing shall be conducted IAW TOP 2-2-609 and SAE procedure J266 to verify compliance with Section 3 requirement.
PDFOV-992	**3.4.1.3 Approach & Departure Angles**					**4.4.1.3**
PDFOV-994	The JLTV angle of approach shall not be less than 105 percent grade (60 degrees slope) without winch.		X			Testing shall be conducted IAW TOP 2-2-500 paragraph 5.2.1 to verify compliance with Section 3 requirement.
PDFOV-996	The JLTV angle of approach shall not be less than 79 percent grade (45 degrees slope) with winch.		X			Testing shall be conducted IAW TOP 2-2-500 paragraph 5.2.1 to verify compliance with Section 3 requirement.
PDFOV-998	The JLTV angle of departure shall not be less than 79 percent grade (45 degrees slope). This angle cannot be intruded on by any part of the JLTV.		X			Testing shall be conducted IAW TOP 2-2-500 paragraph 5.2.1 to verify compliance with Section 3 requirement.
PDFOV-8351	**3.4.1.4 Reversing**					**4.4.1.4**

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PDFOV-8352	The JLTV and JLTV-T combination shall be capable of being backed safely from any normal position (such as when in a turn but not from full jackknife) without damage to truck, trailer, or payload, and without necessity for operator dismounting or other preparation.		X			Testing shall be conducted IAW TOP 2-2-609 to verify compliance to the Section 3 requirement.
PDFOV-1001	**3.4.1.5 Brakes**					**4.4.1.5**
PDFOV-7995	All components in the JLTV brake system shall meet or exceed all SAE brake standards relevant based on the type of brakes chosen for implementation on the JLTV.	X		X		Contractor shall provide thrid party certification (certification markings on components are acceptable) that the brake components meet the SAE standards for the type of braking system provided. Brake lines shall be inspected IAW TOP 2-2-508 to detemine that they have the proper marking and colors as defined in SAE J2580 for air brakes and J517 for Hydraulic brakes.
PDFOV-1002	**3.4.1.5.1 Service Brakes**					**4.4.1.5.1**
PDFOV-1003	The JLTV shall meet the requirements of Federal Motor Vehicles Safety Standards (FMVSS) 571.121 for pneumatic brakes or FMVSS 571.105 for hydraulic brakes to include vehicle stopping distances.	X	X			The service brakes will be tested at both curb weight and at GVW as outlined in TOP 2-2-608, sec. 4.2.3 (brake effectiveness) and to the requirements of FMVSS 571.121 or 571.105 as applicable, to verify compliance with Section 3 requirement. FMVSS 571.121 Table II column 1 will be used for test speed and stopping distance requirements for air brake systems. FMVSS 571.105 Table II column D will be used for test speed and stopping distance requirements for hydraulic brake systems. No permanent deformation of any component, other than brake shoes/pads, is allowed. No cracking of drums or heat-related damage beyond paint peeling is permitted as a result of this test. The brake system will be inspected to insure no loose hardware, no evidence of leakage or chafing hoses and for proper adjustment.
PDFOV-1007	The service brakes shall hold the JLTV on a dry hard surface, 60 percent grade (34 degrees slope) pointing either uphill or downhill.		X			Testing shall be conducted IAW TOP 2-2-608, sec. 4.2.2, to verify compliance with Section 3 requirement.
PDFOV-6858	The service brakes shall stop the JLTV from a speed of 20 mph (32 kph) in 25 ft (8 m) or less. (T)		X			Testing shall be conducted IAW TOP 2-2-608, sec. 4.2.2, to verify compliance with Section 3 requirement.
PDFOV-7993	The service brakes shall stop the JLTV from a speed of 30 mph (48 kph) in 25 ft (8 m) or less. (O)		X			Testing shall be conducted IAW TOP 2-2-608, sec. 4.2.2, to verify compliance with Section 3 requirement.

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PDFOV-7601	The brake pedal force shall not exceed that which can be applied by the driver as defined in MIL-STD 1472 section 5.4.4.3.		X			Testing shall be conducted IAW TOP 2-2-608, sec. 4.2.8 (maximum pedal effort braking), with use of force transducer installed on brake pedal mechanism, to ensure that the maximum brake force limits, as indicated in Section 3, are not exceeded.
PDFOV-6916	The JLTV at GCVW shall be capable of maintaining speeds downhill continuously equal to the uphill capability of the JLTV up to a 15 percent grade (9 degrees slope).		X			Testing shall be conducted IAW TOP 2-2-608, sec. 4.2.2, to verify compliance with Section 3 requirement.
PDFOV-3378	If engine assisted braking is provided then this system shall have the ability to be turned off when not needed.		X			The engine assisted brake if used will be tested for the ability to be turned off if not needed
PDFOV-7994	If separate methods of actuation are provided for any functions of the JLTV service brake system, actuation of one function shall not cause operation of another function.		X			Testing shall be conducted IAW TOP 2-2-608 to detemine that actuation of any of the brake system functions (e.g. ABS, ESC, or trailer brake controller) does not cause the operation of any other brake function.
PDFOV-7998	The JLTV which uses air brakes to operate the trailer and/or towed like-vehicle brakes shall be equipped with air brake quick connect couplers (gladhands) at the front and rear of the prime mover and at the front of the trailer that meet the requirements of SAE J318.	X				Inspection shall be conducted IAW TOP 2-2-508 and SAE J318 to confirm that the gladhands are properly colored and labeled to verify compliance with Section 3 requirement.
PDFOV-7999	Where the service brake system incorporates a single brake power unit, an audible warning indicator shall accompany the visible warning indicator mentioned in Clause 4.1.2 of ADR 35/03.		X			Testing shall be conducted to ensure visible and audible warnings function during occurrence of events indicated in secs. 4.2.2, 4.2.3, 4.2.4 of ADR 35/03, to verify compliance with Section 3 requirement.
PDFOV-8000	Each air brake reservoir shall be fitted with either a manual or automatic condensate drain valve fitted at the lowest point.	X				Inspection shall be conducted IAW DOT-TP-121V-05, sec. 10.E.1, to verify compliance with Section 3 requirement.
PDFOV-8001	In the case where the master cylinder also contains fluid for use not in the brake system, the Visible Indicator shall only operate when there is a drop in the fluid used exclusively for the brake system.		X			Testing shall be conducted IAW ADR 35/03 4.2.2, Condition B, B.2, to verify compliance with Section 3 requirement.
PDFOV-8002	Where the JLTV is equipped to tow a trailer that also uses air brakes, when the pressure in the supply line drops to or below 65 psi (450 kPa), the visible indicator shall operate as specified in Clause 4.2 of ADR 35/03.		X			Testing shall be conducted IAW ADR 35/03 4.2.4, to verify compliance with Section 3 requirement.
PDFOV-8003	The visible indicator referenced in ADR 35/03 4.2.4 shall not operate when a JLTV-T is not connected and no other defect is present.		X			Testing shall be conducted IAW ADR 35/03 4.2.4.2, to verify compliance with Section 3 requirement. Note - this item can be tested concurrently with previous trailer testing (tester shall confirm that visible indicator does not illuminate when no trailer connected).

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PDFOV-8004	The visible indicator shall be located within the bounds specified in Clauses 4.2.12.1 - 4.2.12.4 of ADR 35/03.	X				Inspection shall be conducted per TOP 2-2-505 to ensure that sec. 3 requirements comply with the location requirements outlined in ADR 35/03, sec. 4.2.12.1 to 4.2.12.4.
PDFOV-8007	Where the JLTV is equipped to tow a trailer that also uses air brakes, operation of the parking brake system shall cause the pressure in the supply line to drop below 5 psi (35 kPa).		X			Testing shall be conducted IAW TOP 2-2-608, paragraph 4.2.2, to ensure sec. 3 requirements comply with ADR 35/03, sec. 4.3.5.
PDFOV-8012	A hydraulic service brake system shall be a split service brake system.	X				Inspection shall be performed IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-8013	Where the secondary brake system is a spring brake system, it shall comply with Clauses 4.5.6.1 - 4.5.6.3 of ADR 35/03. A backup system capable of energizing the pump used to supply high pressure fluid to the brake power assist units independent of engine operation may be regarded as a secondary brake system.		X			Testing shall be conducted IAW TOP 2-2-608, paragraph 4.2.2, to ensure sec. 3 requirements comply with ADR 35/03, sec. 4.5.6.1 - 4.5.6.3.
PDFOV-8019	The capacity of each reservoir shall not be less than the fluid displacement resulting when all the wheel cylinders move from a new-lining, full retracted position, to a fully-worn, fully applied position.					Each reservoir capacity shall be measured IAW 2-2-500, sec. 5.1.14.k, to ensure sec. 3 compliance with ADR 35/03, sec. 4.6.2. - 4.6.2.4.
PDFOV-8020	Any Stored Energy device shall be so protected that failure of the device generating the energy does not result in depletion of the Stored Energy.		X			Testing shall be conducted to verify the performance prescribed for the Laden Secondary Brake Test in ADR 35/30, sec. 7.7 is achieved.
PDFOV-8021	Where the service brake system incorporates brake power assist units, and where the secondary brake is not applied by the service brake control, the volume of all stored energy devices shall be such that Clauses 4.7.6.1 and 4.7.6.2 of ADR 35/03 are met.		X			Testing shall be conducted to verify the performance prescribed for the Laden Secondary Brake Test in ADR 35/30, sec. 7.7 is achieved.
PDFOV-8022	An energy generating device producing energy at a negative pressure shall comply with the volume pressure relationship stated in Clause 4.7.6 of ADR 35/03 IAW Clauses 4.7.7.1 and 4.7.7.2 of ADR 35/03.		X			Testing shall be conducted to verify the performance prescribed for the Laden Secondary Brake Test in ADR 35/30, sec. 7.7 is achieved.
PDFOV-8023	Where the energy generating device for any number of brake power units supplies energy to other devices, it shall preferentially charge the brake power units to a level not less than 65 psi (450 kPa).		X			Testing shall include scenario of simultaneous energy demand on the energy generating device. Testing shall confirm that brake power units are preferentially charged to level indicated to verify compliance with the Section 3 requirements.
PDFOV-8024	All brake power units shall preferentially service the brake system if the energy falls below 65 psi (450 kPa).		X			Testing shall be conducted IAW SAE J1626 to verify compliance with Section 3 requirement.

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PDFOV-8016	Where the JLTV uses a split service brake system as the secondary brake system and is equipped to tow a JLTV-T that also uses air brakes, it shall be so equipped that operation of the secondary brake system causes a control signal proportional to the level of braking to be present in the control line.		X			Testing shall be conducted IAW TOP 2-2-608 to verify compliance with Section 3 requirement.
PDFOV-3921	The combination of JLTV and JLTV-T service brake systems shall hold the vehicle at GCVW in either direction on a 40 percent grade (23 degrees slope) longitudinal on a dry, hard surface and free from loose material. Systems or components outside the service brake system cannot be used to augment the braking force during this test.		X			Testing shall be conducted IAW TOP 2-2-608, sec. 4.2.2, to verify compliance with Section 3 requirement.
PDFOV-8015	Venting of the JLTV-T supply line (if it occurs), shall not commence until the energy in the supply line falls below 51 psi (350 kPa), or if the energy in the supply line is reducing at a rate of not less than 100 kPa/sec until the energy in the supply line falls below 61 psi (420 kPa).		X			Functional testing shall be performed to replicate conditions of Section 3 to verify compliance with Section 3 requirement.
PDFOV-8354	The JLTV-T service brakes shall meet the requirements of FMVSS 121.		X			Testing shall be conducted IAW TOP 2-2-609 to verify compliance to the Section 3 requirement.
PDFOV-8355	The JLTV-T shall be equipped with service brakes as specified per Australian Design Rules (ADR) 38/03 Trailer Brake Systems for TB Class Trailer (Light Trailer) or TC Class Trailer (Medium Trailer).		X			Testing shall be conducted IAW TOP 2-2-609 to verify compliance to the Section 3 requirement.
PDFOV-8356	The JLTV-T shall be provided with indicator(s) that communicate trailer service brake malfunctions and error messages to the driver.		X			Testing shall be conducted IAW TOP 2-2-609 to verify compliance to the Section 3 requirement.
PDFOV-1008	**3.4.1.5.2 Parking Brakes**					**4.4.1.5.2**
PDFOV-3924	The JLTV parking brake shall be capable of holding the JLTV at GVW in either direction on a 60 percent grade (34 degrees slope) longitudinal slope using the JLTV parking brake with the engine off on a dry, hard surface and free from loose material. Systems or components outside the parking brake system cannot be used to augment the braking force during this test.		X			Testing shall be conducted IAW TOP 2-2-610, sec. 4.1.1, at grade specified in section 3, to verify compliance with Section 3 requirement.
PDFOV-8005	At least two separate and distinct movements shall be required to disengage the parking brake.		X			Testing shall be conducted IAW TOP 2-2-608, Appendix D, to ensure condition of ADR 35/03, 4.3.2, is satisfied.
PDFOV-8006	The parking brake system shall compensate for any increased movement of its components arising from wear.		X			Testing shall be conducted IAW 2-2-506, sec. 5.1.3, to ensure sec. 3 requirements comply with ADR 35/03, sec. 4.3.3.

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PDFOV-6819	The JLTV parking brake shall have a manual release in the event of an electrical, hydraulic, or pneumatic system failure. "Caging" of air brake chambers within 15 minutes is acceptable to meet this requirement.		X			Testing shall be conducted IAW TOP 2-2-608 to verify compliance with Section 3 requirement.
PDFOV-8008	The pressure in the supply line shall be restored to normal when the parking brake system is released.		X			Testing shall be conducted IAW TOP 2-2-608, paragraph 4.2.2, to ensure sec. 3 requirements comply with ADR 35/03, sec. 4.3.6.
PDFOV-8009	If an independent control is fitted to release the trailer parking brake control, it shall restore the supply line to the normal condition once the pressure has dropped to below 5 psi (35 kPa) IAW Clauses 4.3.7.1 - 4.3.7.3 of ADR 35/03.		X			Testing shall be conducted IAW TOP 2-2-608, paragraph 4.2.2, to ensure sec. 3 requirements comply with the conditions indicated in ADR 35/03, sec. 4.3.7.1 - 4.3.7.3.
PDFOV-8010	If the parking brake indicator lamp is separate from all other lamps, at least the words 'PARK BRAKE' or 'PARKING BRAKE' or the symbol for 'PARKING BRAKE' shall be displayed as specified in ISO 2575-20.	X				Inspection shall be conducted IAW TOP 2-2-505 to ensure sec. 3 requirements comply with ADR 35/03, sec. 4.4.4.
PDFOV-8011	The parking brake indicator lamp shall be located as specified in Clause 4.2.12 of ADR 35/03.	X				Inspection shall be conducted per TOP 2-2-505 to ensure that sec. 3 requirements comply with the location requirements outlined in ADR 35/03, sec. 4.2.12.1 to 4.2.12.4.
PDFOV-8017	Where an additional control is fitted for the independent application of a JLTV-T parking brake system, it shall cause the pressure in the supply line to drop below 5 psi (35 kPa).		X			Functional testing shall be performed to replicate conditions of Section 3 to verify compliance with Section 3 requirement.
PDFOV-8018	The control described in Clause 4.5.10 of ADR 35/03 shall be marked with the words 'TRAILER EMERGENCY BRAKES' in letters not less than 5mm high.	X				Inspection shall be conducted per TOP 2-2-505 to ensure that sec. 3 requirements comply with the requirements outlined in ADR 35/03, sec. 4.5.10.1.
PDFOV-1009	The combination of JLTV and JLTV-T parking brake system shall be capable of holding the vehicle at GCVW in either direction on a 40 percent grade (23 degrees slope) longitudinal slope with the engine off on a dry, hard surface and free from loose material. Systems or components outside the parking brake system cannot be used to augment the braking force during this test.		X			Testing shall be conducted IAW TOP 2-2-610, sec. 4.1.1, at grade specified in section 3, to verify compliance with Section 3 requirement.
PDFOV-8357	The JLTV-T parking brakes shall hold the trailer stationary on a 30 percent grade (17 degrees slope) longitudinal grade, on a dry, paved surface, with the trailer facing in either direction, when disconnected from the prime mover.		X			Testing shall be conducted IAW TOP 2-2-608, paragraph 4.2.2 to verify compliance with Section 3 requirement.
PDFOV-1014	**3.4.1.5.3 Brake Configuration**					**4.4.1.5.3**

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PDFOV-1015	The JLTV brakes shall conform to Federal Motor Carrier Safety Regulations (FMCSR) 393.40 through 393.42 (b), 393.43, and 393.45 through 393.52, 393.11 and 393.55 in the tactical environment.			X		Certification shall be issued stating the brakes comply with Section 3 requirements.
PDFOV-1022	**3.4.1.5.3.1 Brakes for Pintle/Lunette Towed Trailers**					**4.4.1.5.3.1**
PDFOV-1023	Air brake glad hand couplers with cover assemblies, cover securing chains, and with clear identification (color code and tags of both emergency and service line connectors), shall be provided at the front (if truck complies with Federal Motor Vehicle Safety Standard (FMVSS) 121) and rear of the truck per SAE J849 to interface with pintle/lunette towed trailers.		X			Testing shall be conducted IAW TOP 2-2-608.
PDFOV-1026	**3.4.1.5.3.2 Trailer Brake Control System**					**4.4.1.5.3.2**
PDFOV-1030	The JLTV shall be equipped with a hand control to actuate the trailer brakes independently of the truck brakes.	X	X			Testing shall be conducted by actuating the JLTV-T brakes with the hand control in the JLTV and then inspecting the (1) JLTV-T brakes to verify brake actuation (2) JLTV brakes to verify no brake actuation.
PDFOV-1033	The JLTV-T shall be provided with two (2) connecting coil-type air hoses (color-coded) equipped with coiled spring hose guards and "glad hand" quick connector on trailer end of hoses.	X	X			Inspection and testing shall be conducted to verify compliance with the Section 3 requirement
PDFOV-1034	**3.4.1.5.4 Antilock Braking System**					**4.4.1.5.4**
PDFOV-7996	The traction control system, or any failure of it - except for parts common to both the traction control system and the JLTV service brake system, shall not interfere with normal braking.		X			Vehicles which the traction control can be disabled shall be tested IAW TOP 2-2-608 with the traction control in both the activated and disabled state. Braking distance shall not be degraded with the traction control disabled. Function of the traction control shall be monitored during the RAM testing. Failure of traction control components which are not shared with the service brake system that cause the service brake function to be degraded or fail shall be deemed a failure of this requirement.
PDFOV-8025	At speeds exceeding 9.3 mph (15 kph), the wheels on at least one axle in each axle group shall not lock up when a control force of 685 N is applied on the control from an initial speed of 25 mph (40 kph) and 50 mph (80 kph).		X			Testing shall be conducted IAW ADR 35/03, Appendix 1.
PDFOV-8026	Any electronic failure of the Antilock Braking System (ABS) shall be signaled to the driver by means of an optical warning signal located IAW Clause 4.2.12 of ADR 35/03.		X			Testing shall be conducted IAW ADR 35/03, Appendix 1, to verify compliance with Section 3 requirement.

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PDFOV-8027	The warning device shall light up when the ABS is energized, and must go off after not less than 2 seconds or at the latest when the JLTV reaches a speed of 9.3 mph (15 kph).		X			Testing shall be conducted IAW ADR 35/03, Appendix 1, to verify compliance with Section 3 requirement.
PDFOV-1039	The ABS shall have built-in test and report thru the vehicle diagnostic system.	X				Inspection shall be conducted IAW TOP 2-2-505 to ensure JLTV diagnostics system is monitoring and report anti-lock brake system status.
PDFOV-1043	The ABS Electronic Control Unit (ECU) shall include wiring provisions (via existing 12 pin/7 pin cables -STANAG 4007/J560 connectors) to transmit the trailer ABS malfunction signal per FMVSS 121 requirements to the JLTV cab using PLC (Power Line Carrier - SAE J2497) communication technology.		X			Testing shall be conducted IAW DOT-TP-121V-05, sec. 10.D.2.C, to confirm compliance with Section 3 requirement.
PDFOV-8358	**3.4.1.5.5 Breakaway**					**4.4.1.5.5**
PDFOV-8359	The JLTV-T shall be equipped with a breakaway safety feature to apply JLTV-T brakes which conform to FMCSR 393.43.		X	X		Certification shall be provided, and a test conducted, to verify compliance with Section 3 requirement.
PDFOV-8231	**3.4.1.6 Terrain**					**4.4.1.6**
PDFOV-8239	The JLTV at GVW shall meet the NATO Reference Mobility Model (NRMM) Prediction Summary and each individual value for Cross Country and Trafficability at the various geographical locations and soil conditions shown in Table 1.				X	Analysis shall be provided to demonstrate compliance with Section 3 requirement. The prediction summary will be calculated as an average of the modeled results of each geographical location and soil condition for Cross Country and Trafficability.
PDFOV-8240	<TABLE 1>				X	Analysis shall be provided to demonstrate compliance with Section 3 requirement. The prediction summary will be calculated as an average of the modeled results of each geographical location and soil condition for Cross Country and Trafficability.
PDFOV-1051	**3.4.1.7 Ride Quality (Human Exposure)**					**4.4.1.7**
PDFOV-1061	**3.4.1.7.1 Ride Limiting Speeds**					**4.4.1.7.1**
PDFOV-7348	The JLTV at CW, GVW and GCVW shall attain no more than 6W average vertical absorbed power, as measured at the base of all occupant seats of the JLTV, while negotiating 1 in (2.5 cm) Root Mean Square (RMS) ride courses at 30 mph (48 kph) speeds, with the tires at cross-country tire pressure. (T)		X			The Testing shall be conducted at VCW and GVW IAW TOP 1-1-014. Test will be conducted at 30mph with tires at cross-country tire pressure to verify compliance with Section 3 requirement.
PDFOV-8028	The JLTV at CW, GVW and GCVW shall attain no more than 6W average vertical absorbed power, as measured at the base of all occupant seats of the JLTV, while negotiating 1 in (2.5 cm) RMS ride courses at 35 mph (56 kph) speeds, with the tires at cross-country tire pressure. (O)		X			The Testing shall be conducted at VCW and GVW IAW TOP 1-1-014. Test will be conducted at 30mph with tires at cross-country tire pressure to verify compliance with Section 3 requirement.

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PDFOV-7349	The JLTV at CW, GVW and GCVW shall attain no more than 6W average vertical absorbed power, as measured at the base of all occupant seats of the JLTV, while negotiating 1.5 in (3.8 cm) RMS ride courses at 20 mph (32 kph) speeds, with the tires at cross-country tire pressure. (T)		X			The Testing shall be conducted at VCW and GVW IAW TOP 1-1-014. Test will be conducted at 30mph with tires at cross-country tire pressure to verify compliance with Section 3 requirement.
PDFOV-8029	The JLTV at CW, GVW and GCVW shall attain no more than 6W average vertical absorbed power, as measured at the base of all occupant seats of the JLTV, while negotiating 1.5 in (3.8 cm) RMS ride courses at 23 mph (37 kph) speeds, with the tires at cross-country tire pressure. (O)		X			The Testing shall be conducted at VCW and GVW IAW TOP 1-1-014. Test will be conducted at 30mph with tires at cross-country tire pressure to verify compliance with Section 3 requirement.
PDFOV-7350	The JLTV at CW, GVW and GCVW shall attain no more than 6W average vertical absorbed power, as measured at the base of all occupant seats of the JLTV, while negotiating 2 in (5.1 cm) RMS ride courses at 15 mph (24 kph) speeds, with the tires at cross-country tire pressure. (T)		X			The Testing shall be conducted at VCW and GVW IAW TOP 1-1-014. Test will be conducted at 30mph with tires at cross-country tire pressure to verify compliance with Section 3 requirement.
PDFOV-8030	The JLTV at CW, GVW and GCVW shall attain no more than 6W average vertical absorbed power, as measured at the base of all occupant seats of the JLTV, while negotiating 2 in (5.1 cm) RMS ride courses at 17 mph (27 kph) speeds, with the tires at cross-country tire pressure. (O)		X			The Testing shall be conducted at VCW and GVW IAW TOP 1-1-014. Test will be conducted at 30mph with tires at cross-country tire pressure to verify compliance with Section 3 requirement.
PDFOV-7351	The JLTV at CW, GVW and GCVW shall attain no more than 6W average vertical absorbed power, as measured at the base of all occupant seats of the JLTV, while negotiating 2.5 in (6.4 cm) RMS ride courses at 13 mph (28 kph) speeds, with the tires at cross-country tire pressure. (T)		X			The Testing shall be conducted at VCW and GVW IAW TOP 1-1-014. Test will be conducted at 30mph with tires at cross-country tire pressure to verify compliance with Section 3 requirement.
PDFOV-8031	The JLTV at CW, GVW and GCVW shall attain no more than 6W average vertical absorbed power, as measured at the base of all occupant seats of the JLTV, while negotiating 2.5 in (6.4 cm) RMS ride courses at 15 mph (24 kph) speeds, with the tires at cross-country tire pressure. (O)		X			The Testing shall be conducted at VCW and GVW IAW TOP 1-1-014. Test will be conducted at 30mph with tires at cross-country tire pressure to verify compliance with Section 3 requirement.
PDFOV-1081	**3.4.1.7.2 Vertical Acceleration, Vibration Dose Value and Suspension Displacement**					**4.4.1.7.2**
PDFOV-8559	The JLTV at CW and GVW shall sustain no more than 2.5g peak vertical acceleration, as measured at each crew location while negotiating a non-deformable, half-round 4 in (10 cm) obstacle at the rated speed of 50 mph (81 kph). (T)		X			Testing shall be conducted at CW and GVW IAW TOP 1-1-014, sec. 2.4, 2.11 and 4.3 at 50 mph to verify compliance with Section 3 requirement. The Testing shall have the values measured at each crew location with the tires at highway tire pressure.

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PDFOV-8032	The JLTV at CW and GVW shall sustain no more than 2.5g peak vertical acceleration, as measured at each crew location while negotiating a non-deformable, half-round 4 in (10 cm) obstacle at the rated speed of 65 mph (105 kph). (O)		X			Testing shall be conducted at CW and GVW IAW TOP 1-1-014, sec. 2.4, 2.11 and 4.3 at 65 mph to verify compliance with Section 3 requirement. The Testing shall have the values measured at each crew location with the tires at highway tire pressure.
PDFOV-7354	The JLTV at CW and GVW shall sustain no more than 2.5g peak vertical acceleration, as measured at each crew location while negotiating a non-deformable, half-round 6 in (15 cm) obstacle at the rated speed of 16 mph (26 kph). (T)		X			Testing shall be conducted at CW and GVW IAW TOP 1-1-014, sec. 2.4, 2.11 and 4.3 at 16 mph to verify compliance with Section 3 requirement. The Testing shall have the values measured at each crew location with the tires at cross-country tire pressure.
PDFOV-8033	The JLTV at CW and GVW shall sustain no more than 2.5g peak vertical acceleration, as measured at each crew location while negotiating a non-deformable, half-round 6 in (15 cm) obstacle at the rated speed of 18 mph (29 kph). (O)		X			Testing shall be conducted at CW and GVW IAW TOP 1-1-014, sec. 2.4, 2.11 and 4.3 at 18 mph to verify compliance with Section 3 requirement. The Testing shall have the values measured at each crew location with the tires at cross-country tire pressure.
PDFOV-7355	The JLTV at CW and GVW shall sustain no more than 2.5g peak vertical acceleration, as measured at each crew location while negotiating a non-deformable, half-round 8 in (20 cm) obstacle at the rated speed of 15 mph (24 kph). (T)		X			Testing shall be conducted at CW and GVW IAW TOP 1-1-014, sec. 2.4, 2.11 and 4.3 at 15 mph to verify compliance with Section 3 requirement. The Testing shall have the values measured at each crew location with the tires at cross-country tire pressure.
PDFOV-8034	The JLTV at CW and GVW shall sustain no more than 2.5g peak vertical acceleration, as measured at each crew location while negotiating a non-deformable, half-round 8 in (20 cm) obstacle at the rated speed of 17 mph (27 kph). (O)		X			Testing shall be conducted at CW and GVW IAW TOP 1-1-014, sec. 2.4, 2.11 and 4.3 at 17 mph to verify compliance with Section 3 requirement. The Testing shall have the values measured at each crew location with the tires at cross-country tire pressure.
PDFOV-7356	The JLTV at CW and GVW shall sustain no more than 2.5g peak vertical acceleration, as measured at each crew location while negotiating a non-deformable, half-round 10 in (25 cm) obstacle at the rated speed of 5 mph (8 kph). (T)		X			Testing shall be conducted at CW and GVW IAW TOP 1-1-014, sec. 2.4, 2.11 and 4.3 at 5 mph to verify compliance with Section 3 requirement. The Testing shall have the values measured at each crew location with the tires at cross-country tire pressure.
PDFOV-8035	The JLTV at CW and GVW shall sustain no more than 2.5g peak vertical acceleration, as measured at each crew location while negotiating a non-deformable, half-round 10 in (25 cm) obstacle at the rated speed of 6 mph (10 kph). (O)		X			Testing shall be conducted at CW and GVW IAW TOP 1-1-014, sec. 2.4, 2.11 and 4.3 at 6 mph to verify compliance with Section 3 requirement. The Testing shall have the values measured at each crew location with the tires at cross-country tire pressure.
PDFOV-8560	The JLTV at CW and GVW shall permit a Vibration Dose Value (VDV) of no more than 8.5 m/s^1.75 cumulative, while negotiating a non-deformable, half-round 4 in (10 cm) obstacle five (5) times at speeds up to and including 50 mph (81 kph). (*VDV shall be calculated according to ISO2631-1 1997). (T)		X		X	Testing shall be conducted at CW and GVW. Test methodology shall follow paragraph 3 of TOP 1-1-014 (ISO 2631-1 Technique), and data analysis shall be conducted IAW TOP 1-1-014 paragraph 4.1 (ISO 2631-1 Technique). Testing shall be conducted over road profile indicated in Section 3 at maximum speed indicated in Section 3. Test results shall be evaluated versus the Section 3 requirement to determine pass/fail performance. This test will be done concurrently with the half-round test.

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PDFOV-8561	The JLTV at CW and GVW shall permit a VDV of no more than 8.5 m/s^1.75 cumulative, while negotiating a non-deformable, half-round 4 in (10 cm) obstacle five (5) times at speeds up to and including 65 mph (105 kph). (*VDV shall be calculated according to ISO2631-1 1997). (O)		X		X	Testing shall be conducted at CW and GVW. Test methodology shall follow paragraph 3 of TOP 1-1-014 (ISO 2631-1 Technique), and data analysis shall be conducted IAW TOP 1-1-014 paragraph 4.1 (ISO 2631-1 Technique). Testing shall be conducted over road profile indicated in Section 3 at maximum speed indicated in Section 3. Test results shall be evaluated versus the Section 3 requirement to determine pass/fail performance. This test will be done concurrently with the half-round test.
PDFOV-8562	The JLTV at CW and GVW shall permit a VDV of no more than 8.5 m/s^1.75 cumulative, while negotiating a non-deformable, half-round 6 in (15 cm) obstacle five (5) times at speeds up to and including 16 mph (26 kph). (*VDV shall be calculated according to ISO2631-1 1997). (T)		X		X	Testing shall be conducted at CW and GVW. Test methodology shall follow paragraph 3 of TOP 1-1-014 (ISO 2631-1 Technique), and data analysis shall be conducted IAW TOP 1-1-014 paragraph 4.1 (ISO 2631-1 Technique). Testing shall be conducted over road profile indicated in Section 3 at maximum speed indicated in Section 3. Test results shall be evaluated versus the Section 3 requirement to determine pass/fail performance. This test will be done concurrently with the half-round test.
PDFOV-8563	The JLTV at CW and GVW shall permit a VDV of no more than 8.5 m/s^1.75 cumulative, while negotiating a non-deformable, half-round 6 in (15 cm) obstacle five (5) times at speeds up to and including 18 mph (29 kph). (*VDV shall be calculated according to ISO2631-1 1997). (O)		X		X	Testing shall be conducted at CW and GVW. Test methodology shall follow paragraph 3 of TOP 1-1-014 (ISO 2631-1 Technique), and data analysis shall be conducted IAW TOP 1-1-014 paragraph 4.1 (ISO 2631-1 Technique). Testing shall be conducted over road profile indicated in Section 3 at maximum speed indicated in Section 3. Test results shall be evaluated versus the Section 3 requirement to determine pass/fail performance. This test will be done concurrently with the half-round test.
PDFOV-8564	The JLTV at CW and GVW shall permit a VDV of no more than 8.5 m/s^1.75 cumulative, while negotiating a non-deformable, half-round 8 in (20 cm) obstacle five (5) times at speeds up to and including 15 mph (24 kph). (*VDV shall be calculated according to ISO2631-1 1997). (T)		X		X	Testing shall be conducted at CW and GVW. Test methodology shall follow paragraph 3 of TOP 1-1-014 (ISO 2631-1 Technique), and data analysis shall be conducted IAW TOP 1-1-014 paragraph 4.1 (ISO 2631-1 Technique). Testing shall be conducted over road profile indicated in Section 3 at maximum speed indicated in Section 3. Test results shall be evaluated versus the Section 3 requirement to determine pass/fail performance. This test will be done concurrently with the half-round test.
PDFOV-8565	The JLTV at CW and GVW shall permit a VCV of no more than 8.5 m/s^1.75 cumulative, while negotiating a non-deformable, half-round 8 in (20 cm) obstacle five (5) times at speeds up to and including 17 mph (27 kph). (*VDV shall be calculated according to ISO2631-1 1997). (O)		X		X	Testing shall be conducted at CW and GVW. Test methodology shall follow paragraph 3 of TOP 1-1-014 (ISO 2631-1 Technique), and data analysis shall be conducted IAW TOP 1-1-014 paragraph 4.1 (ISO 2631-1 Technique). Testing shall be conducted over road profile indicated in Section 3 at maximum speed indicated in Section 3. Test results shall be evaluated versus the Section 3 requirement to determine pass/fail performance. This test will be done concurrently with the half-round test.

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PDFOV-8566	The JLTV at CW and GVW shall permit a VCV of no more than 8.5 m/s^1.75 cumulative, while negotiating a non-deformable, half-round 10 in (25 cm) obstacle five (5) times at speeds up to and including 5 mph (8 kph). (*VDV shall be calculated according to ISO2631-1 1997). (T)		X		X	Testing shall be conducted at CW and GVW. Test methodology shall follow paragraph 3 of TOP 1-1-014 (ISO 2631-1 Technique), and data analysis shall be conducted IAW TOP 1-1-014 paragraph 4.1 (ISO 2631-1 Technique). Testing shall be conducted over road profile indicated in Section 3 at maximum speed indicated in Section 3. Test results shall be evaluated versus the Section 3 requirement to determine pass/fail performance. This test will be done concurrently with the half-round test.
PDFOV-8567	The JLTV at CW and GVW shall permit a VCV of no more than 8.5 m/s^1.75 cumulative, while negotiating a non-deformable, half-round 10 in (25 cm) obstacle five (5) times at speeds up to and including 6 mph (10 kph). (*VDV shall be calculated according to ISO2631-1 1997). (O)		X		X	Testing shall be conducted at CW and GVW. Test methodology shall follow paragraph 3 of TOP 1-1-014 (ISO 2631-1 Technique), and data analysis shall be conducted IAW TOP 1-1-014 paragraph 4.1 (ISO 2631-1 Technique). Testing shall be conducted over road profile indicated in Section 3 at maximum speed indicated in Section 3. Test results shall be evaluated versus the Section 3 requirement to determine pass/fail performance. This test will be done concurrently with the half-round test.
PDFOV-8568	The JLTV at CW and GVW shall permit a VCV of no more than 8.5 m/s^1.75 cumulative, while negotiating a non-deformable, pot hole 4 in (10 cm) obstacle five (5) times at speeds up to and including 20 mph (32 kph). (*VDV shall be calculated according to ISO2631-1 1997). (T)		X		X	Testing shall be conducted at CW and GVW. Test methodology shall follow paragraph 3 of TOP 1-1-014 (ISO 2631-1 Technique), and data analysis shall be conducted IAW TOP 1-1-014 paragraph 4.1 (ISO 2631-1 Technique). Testing shall be conducted over road profile indicated in Section 3 at maximum speed indicated in Section 3. Test results shall be evaluated versus the Section 3 requirement to determine pass/fail performance. This test will be done concurrently with the half-round test.
PDFOV-8569	The JLTV at CW and GVW shall permit a VCV of no more than 8.5 m/s^1.75 cumulative, while negotiating a non-deformable, pot hole 4 in (10 cm) obstacle five (5) times at speeds up to and including 30 mph (48 kph). (*VDV shall be calculated according to ISO2631-1 1997). (O)		X		X	Testing shall be conducted at CW and GVW. Test methodology shall follow paragraph 3 of TOP 1-1-014 (ISO 2631-1 Technique), and data analysis shall be conducted IAW TOP 1-1-014 paragraph 4.1 (ISO 2631-1 Technique). Testing shall be conducted over road profile indicated in Section 3 at maximum speed indicated in Section 3. Test results shall be evaluated versus the Section 3 requirement to determine pass/fail performance. This test will be done concurrently with the half-round test.
PDFOV-8570	The JLTV at CW and GVW shall permit a VCV of no more than 8.5 m/s^1.75 cumulative, while negotiating a non-deformable, pot hole 6 in (15 cm) obstacle five (5) times at speeds up to and including 16 mph (26 kph). (*VDV shall be calculated according to ISO2631-1 1997). (T)		X		X	Testing shall be conducted at CW and GVW. Test methodology shall follow paragraph 3 of TOP 1-1-014 (ISO 2631-1 Technique), and data analysis shall be conducted IAW TOP 1-1-014 paragraph 4.1 (ISO 2631-1 Technique). Testing shall be conducted over road profile indicated in Section 3 at maximum speed indicated in Section 3. Test results shall be evaluated versus the Section 3 requirement to determine pass/fail performance. This test will be done concurrently with the half-round test.

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PDFOV-8571	The JLTV at CW and GVW shall permit a VCV of no more than 8.5 m/s^1.75 cumulative, while negotiating a non-deformable, pot hole 6 in (15 cm) obstacle five (5) times at speeds up to and including 18 mph (29 kph). (*VDV shall be calculated according to ISO2631-1 1997). (O)		X		X	Testing shall be conducted at CW and GVW. Test methodology shall follow paragraph 3 of TOP 1-1-014 (ISO 2631-1 Technique), and data analysis shall be conducted IAW TOP 1-1-014 paragraph 4.1 (ISO 2631-1 Technique). Testing shall be conducted over road profile indicated in Section 3 at maximum speed indicated in Section 3. Test results shall be evaluated versus the Section 3 requirement to determine pass/fail performance. This test will be done concurrently with the half-round test.
PDFOV-8572	The JLTV at CW and GVW shall permit a VCV of no more than 8.5 m/s^1.75 cumulative, while negotiating a non-deformable, pot hole 8 in (20 cm) obstacle five (5) times at speeds up to and including 15 mph (24 kph). (*VDV shall be calculated according to ISO2631-1 1997). (T)		X		X	Testing shall be conducted at CW and GVW. Test methodology shall follow paragraph 3 of TOP 1-1-014 (ISO 2631-1 Technique), and data analysis shall be conducted IAW TOP 1-1-014 paragraph 4.1 (ISO 2631-1 Technique). Testing shall be conducted over road profile indicated in Section 3 at maximum speed indicated in Section 3. Test results shall be evaluated versus the Section 3 requirement to determine pass/fail performance. This test will be done concurrently with the half-round test.
PDFOV-8573	The JLTV at CW and GVW shall permit a VCV of no more than 8.5 m/s^1.75 cumulative, while negotiating a non-deformable, pot hole 8 in (20 cm) obstacle five (5) times at speeds up to and including 17 mph (27 kph). (*VDV shall be calculated according to ISO2631-1 1997). (O)		X		X	Testing shall be conducted at CW and GVW. Test methodology shall follow paragraph 3 of TOP 1-1-014 (ISO 2631-1 Technique), and data analysis shall be conducted IAW TOP 1-1-014 paragraph 4.1 (ISO 2631-1 Technique). Testing shall be conducted over road profile indicated in Section 3 at maximum speed indicated in Section 3. Test results shall be evaluated versus the Section 3 requirement to determine pass/fail performance. This test will be done concurrently with the half-round test.
PDFOV-8574	The JLTV Brake/Suspension/Drive train shall be robust enough to tolerate repeated low speed maximum deceleration stops (IAW SAE J294) in forward and reverse for extended periods.	X	X			Testing shall be conducted IAW SAE J294, para. 6.5 (Structural Ultimate Strength Test) to verify compliance with Section 3 requirements. Test results will be evaluated per SAE J1404 to determine if test was successful. Additionally, visual inspection of brake and suspension components shall be performed IAW TOP 2-2-505 to confirm no structural/mechanical failures.
PDFOV-1096	**3.4.1.7.3 Vehicular Vibration**					**4.4.1.7.3**
PDFOV-1097	The JLTV shall be designed to control the transmission of whole-body vibration to levels that permit safe and effective operation per MIL-STD-1472 section 5.8.4.		X			Testing shall be conducted IAW with TOP 1-1-014 and International Standards Organization (ISO) 2631, to verify compliance with Section 3 requirement. Vehicle shall demonstrate weighted average acceleration of less than 1.15 m/s^2 for each of the 9 OMS/MP terrain modes detailed in Table 6 (Terrain Values) across a range of speeds ranging from 5mph to the max speed defined by the contractor for each of the respective terrains.

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PDFOV-1108	**3.4.1.8 Grade and Slope Operations**					**4.4.1.8**
PDFOV-3927	The JLTV shall be capable of meeting grade and slope operations with the fuel tank at 100% full.		X			The Testing shall be conducted IAW TOP 2-2-610 to verify compliance with Section 3 requirement.
PDFOV-3928	The JLTV shall be capable of meeting grade and slope operations with the fuel tank at 10% of the useable left.		X			The Testing shall be conducted IAW TOP 2-2-610 to verify compliance with Section 3 requirement.
PDFOV-1109	**3.4.1.8.1 Grade Operations**					**4.4.1.8.1**
PDFOV-1111	The JLTV at GCVW shall be capable of ascending and descending on dry, hard-surfaced longitudinal slopes up to and including 40 percent grade (23 degrees slope). (T)		X			The Testing shall be conducted IAW TOP 2-2-610 to verify compliance with Section 3 requirement.
PDFOV-8434	The JLTV at GCVW shall be capable of ascending and descending on dry, hard-surfaced longitudinal slopes up to and including 60 percent grade (34 degrees slope). (O)		X			Testing shall be conducted IAW TOP 2-2-610 to verify compliance with Section 3 requirement.
PDFOV-8435	The JLTV at GVW shall be capable of ascending and descending on dry, hard-surfaced longitudinal slopes up to and including 60 percent grade (34 degrees slope).		X			Testing shall be conducted IAW TOP 2-2-610 to verify compliance with Section 3 requirement.
PDFOV-8075	The JLTV at GCVW shall be capable of starting and stopping on dry, hard-surfaced longitudinal slopes up to and including 40 percent grade (23 degrees slope). (T)		X			The Testing shall be conducted IAW TOP 2-2-610 to verify compliance with Section 3 requirement.
PDFOV-8436	The JLTV at GCVW shall be capable of starting and stopping on dry, hard-surfaced longitudinal slopes up to and including 60 percent grade (34 degrees slope). (O)		X			Testing shall be conducted IAW TOP 2-2-610 to verify compliance with Section 3 requirement.
PDFOV-8437	The JLTV at GVW shall be capable of starting and stopping on dry, hard-surfaced longitudinal slopes up to and including 60 percent grade (34 degrees slope).		X			Testing shall be conducted IAW TOP 2-2-610 to verify compliance with Section 3 requirement.
PDFOV-1112	The JLTV engine shall be capable of being turned off and restarted to assure that there is no loss of fluids or other malfunction while parked on the slope facing upwards or downwards up to and including 40 percent grade (23 degrees slope). (T)		X			Testing shall be conducted IAW 2-2-611, paragraph 4.2 and 5.2 to verify compliance with Section 3 requirement.
PDFOV-8438	The JLTV engine shall be capable of being turned off and restarted to assure that there is no loss of fluids or other malfunction while parked on the slope facing upwards or downwards up to and including 60 percent grade (34 degrees slope). (O)		X			Testing shall be conducted IAW 2-2-611, paragraph 4.2 and 5.2 to verify compliance with Section 3 requirement.

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PDFOV-8439	The JLTV engine at GVW shall be capable of being turned off and restarted while on the slope to assure that there is no loss of fluids or other malfunction while parked on slope facing upwards or downwards up to and including 60 percent grade (34 degrees slope).		X			Testing shall be conducted IAW 2-2-611, paragraph 4.2 and 5.2 to verify compliance with Section 3 requirement.
PDFOV-1118	**3.4.1.8.2 Side Slopes Operations**					**4.4.1.8.2**
PDFOV-1119	The JLTV shall be capable of laterally traversing, in forward (at GVW and GCVW) and reverse (at GVW), side slopes up to and including 40 percent grade (23 degrees slope) with no degradation in driver control. Side slope operation is performed with either side of the vehicle facing up slope and without engine malfunction or loss of vehicle fluids.		X			The Testing shall be conducted IAW TOP 2-2-610, paragraphs 4.2 and 5.2 to verify compliance with Section 3 requirement.
PDFOV-1122	**3.4.1.9 Tires**					**4.4.1.9**
PDFOV-1124	The JLTV rims and tires shall conform to FMVSS 571.119 and 571.120.			X		Certification shall be provided that indicates compliance to the FMVSS standards (571.119 tires and 571.120 for wheels), to verify compliance with Section 3 requirement. Presence of markings required from 571.119 S6.5 and 571.120 S5.2, including "DOT" letters, that indicate compliance with 571.119 and 571.120, shall satisfy certification requirements.
PDFOV-8383	The JLTV-T shall be capable of using the JLTV jack, jack handle, and lug wrench for tire changes.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-1126	The JLTV and JLTV-T tires shall be a tubeless radial design with hub piloted wheels.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-7602	Beadlock for CTIS system shall be provided if the JLTV is equipped with CTIS.	X				Inspection of the tires and rims shall be conducted to verify compliance with Section 3 requirement.
PDFOV-7056	The JLTV shall not use any wheel rim assembly that contains a split style locking ring or any other device that relies on a single point of failure. The JLTV wheel assembly cannot rely on tire air pressure to maintain the integrity of the assembly. The JLTV tire can be safely mounted, inflated, deflated, and dismounted without the use of a safety cage or other restraining device.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-1128	The JLTV tire and rim ratings shall conform to the Tire and Rim Association (TRA) 1 or the European Tire and Rim Technical Organization (ETRTO) Standards Manual for the GVWR and maximum speed of the vehicle.	X		X		Inspection shall be conducted IAW TOP 2-2-505 to verify manufacturer's certification of Rims and Tires in accordance with sec. 3 requirements.

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PDFOV-1130	The JLTV and JLTV-T shall have identical wheel and tire assemblies.	X				Inspection shall be conducted IAW TOP 2-2-505 and the TM to verify compliance with Section 3 requirements.
PDFOV-1145	**3.4.1.9.1 CTIS**					**4.4.1.9.1**
PDFOV-8440	The Central Tire Inflation System (CTIS) setting shall be independently selectable by the driver/commander.		X			Testing shall be conducted to verify compliance with Section 3 requirement by positioning operator in driver seat and verifying conformance to MIL-STD-1472, section 5.4 (control orientation and placement).
PDFOV-1151	The CTIS shall allow the driver to adjust all JLTV tires to any one of four (4) preset tire pressures (highway, cross country, mud/snow/sand, and emergency) independently of other vehicle settings. (T)		X			Testing shall be conducted by physically adjusting CTIS settings through four indicated settings, and confirming via manual tire pressure measurements to verify compliance with Section 3 requirement.
PDFOV-8046	The CTIS shall allow the driver to adjust all JLTV and JLTV-T tires to any one of four preset tire pressures (highway, cross country, mud/snow/sand, and emergency) independently of other vehicle settings. (O)		X			Testing shall be conducted by physically adjusting CTIS settings through four indicated settings, and confirming via manual tire pressure measurements to verify compliance with Section 3 requirement.
PDFOV-1155	The CTIS shall provide for the automatic isolation of any or all tires from the CTIS in the event of CTIS or tire failure for any reason.					The CTIS shall be disabled, location dependent on system design, at each wheel, and the remaining tires shall be monitored for proper tire pressure, to verify compliance with Section 3 requirement.
PDFOV-8441	The CTIS shall include a warning signal to the driver when at least one or more of the vehicle tires has been isolated by the CTIS.		X			Testing shall duplicate one of more of these conditions, and verify that such condition is communicated to driver to verify compliance with section 3.
PDFOV-1157	The JLTV wheel/tire assembly shall be equipped with a valve stem for manual inflation/deflation of the tire and be accessible without the removal of other items.		X			Testing shall be conducted by inflating and deflating using standard airline connection to verify compliance with Section 3 requirement.
PDFOV-1159	The CTIS shall incorporate sufficient safeguards to assure that air pressure necessary to continue safe operation of the JLTV System is available at all times during activation of CTIS or in the event of a CTIS failure. Use of brakes is the minimum requirement for safe operation.		X			Testing shall be conducted IAW TOP 2-2-704 to verify compliance with Section 3 requirement.
PDFOV-3977	**3.4.1.9.1.1 Tire Pressure Control System**					**4.4.1.9.1.1**
PDFOV-1166	With the CTIS in operation, tire pressure shall be checked and adjusted at intervals necessary to assure that no more than +/-3 psi (20.7 kPa) variation exists between the selected pressure and actual pressure except during the inflation/deflation operation caused by the selection of a new tire pressure or a catastrophic tire failure.					CTIS shall be inflated to each setting and each wheel shall be checked with an air pressure gage. A greater than 3 psi variation between the selected pressure and actual pressure is cause for rejection, to verify compliance with Section 3 requirements.

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PDFOV-1163	The JLTV shall be equipped with a visual indicator to warn the driver of excessive speed-at-pressure conditions until the CTIS has adjusted each tire to the appropriate pressure.		X			Testing shall be conducted IAW TOP 2-2-704 to verify compliance with Section 3 requirement.
PDFOV-8575	The JLTV shall be equipped with a visual indicator to warn the driver that a tire is below the minimum tire pressure for the selected terrain.		X			The CTIS shall be tested by manually releasing the air from the tire and checking if the visual indicator is displayed on the DSDU until the tire reaches the minimum pressure for the selected CTIS setting.
PDFOV-1169	**3.4.1.9.1.2 Time to Inflation/Deflation**					**4.4.1.9.1.2**
PDFOV-1170	**3.4.1.9.1.2.1 Deflation**					**4.4.1.9.1.2.1**
PDFOV-7358	The CTIS shall be capable of deflating all JLTV tires at the same time from highway to cross-country within two (2) minutes. (T)		X			To verify compliance with Section 3, the inflation and deflation requirements shall be tested using a stopwatch. The time to both inflate and deflate for each of the sequential tire pressure settings shall be recorded with the engine at both idle and full throttle.
PDFOV-8047	The CTIS shall be capable of deflating all JLTV and JLTV-T tires at the same time from highway to cross-country within two (2) minutes. (O)		X			To verify compliance with Section 3, the inflation and deflation requirements shall be tested using a stopwatch. The time to both inflate and deflate for each of the sequential tire pressure settings shall be recorded with the engine at both idle and full throttle.
PDFOV-7359	The CTIS shall be capable of deflating all JLTV tires at the same time from cross-country to mud/snow/sand within two (2) minutes. (T)		X			To verify compliance with Section 3, the inflation and deflation requirements shall be tested using a stopwatch. The time to both inflate and deflate for each of the sequential tire pressure settings shall be recorded with the engine at both idle and full throttle.
PDFOV-8048	The CTIS shall be capable of deflating all JLTV and JLTV-T tires at the same time from cross-country to mud/snow/sand within two (2) minutes. (O)		X			To verify compliance with Section 3, the inflation and deflation requirements shall be tested using a stopwatch. The time to both inflate and deflate for each of the sequential tire pressure settings shall be recorded with the engine at both idle and full throttle.
PDFOV-7360	The CTIS shall be capable of deflating all JLTV tires at the same time from mud/snow/sand to emergency within two (2) minutes. (T)		X			To verify compliance with Section 3, the inflation and deflation requirements shall be tested using a stopwatch. The time to both inflate and deflate for each of the sequential tire pressure settings shall be recorded with the engine at both idle and full throttle.
PDFOV-8049	The CTIS shall be capable of deflating all JLTV and JLTV-T tires at the same time from mud/snow/sand to emergency within two (2) minutes. (O)		X			To verify compliance with Section 3, the inflation and deflation requirements shall be tested using a stopwatch. The time to both inflate and deflate for each of the sequential tire pressure settings shall be recorded with the engine at both idle and full throttle.
PDFOV-1190	**3.4.1.9.1.2.2 Inflation**					**4.4.1.9.1.2.2**

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PDFOV-7362	The CTIS shall be capable of inflating all JLTV tires at the same time from cross-country to highway within six (6) minutes. (T)		X			To verify compliance with Section 3, the inflation and deflation requirements shall be tested using a stopwatch. The time to both inflate and deflate for each of the sequential tire pressure settings shall be recorded with the engine at both idle and full throttle.
PDFOV-8050	The CTIS shall be capable of inflating all JLTV and JLTV-T tires at the same time from cross-country to highway within six (6) minutes. (O)		X			To verify compliance with Section 3, the inflation and deflation requirements shall be tested using a stopwatch. The time to both inflate and deflate for each of the sequential tire pressure settings shall be recorded with the engine at both idle and full throttle.
PDFOV-7363	The CTIS shall be capable of inflating all JLTV tires at the same time from mud/snow/sand to cross-country within three (3) minutes. (T)		X			To verify compliance with Section 3, the inflation and deflation requirements shall be tested using a stopwatch. The time to both inflate and deflate for each of the sequential tire pressure settings shall be recorded with the engine at both idle and full throttle.
PDFOV-8051	The CTIS shall be capable of inflating all JLTV and JLTV-T tires at the same time from mud/snow/sand to cross-country within three (3) minutes. (O)		X			To verify compliance with Section 3, the inflation and deflation requirements shall be tested using a stopwatch. The time to both inflate and deflate for each of the sequential tire pressure settings shall be recorded with the engine at both idle and full throttle.
PDFOV-7364	The CTIS shall be capable of inflating all JLTV tires at the same time from emergency to mud/snow/sand within two (2) minutes. (T)		X			To verify compliance with Section 3, the inflation and deflation requirements shall be tested using a stopwatch. The time to both inflate and deflate for each of the sequential tire pressure settings shall be recorded with the engine at both idle and full throttle.
PDFOV-8052	The CTIS shall be capable of inflating all JLTV and JLTV-T tires at the same time from emergency to mud/snow/sand within two (2) minutes. (O)		X			To verify compliance with Section 3, the inflation and deflation requirements shall be tested using a stopwatch. The time to both inflate and deflate for each of the sequential tire pressure settings shall be recorded with the engine at both idle and full throttle.
PDFOV-1214	**3.4.1.10 Turning Radius, Curb to Curb**					**4.4.1.10**
PDFOV-8242	The turning radius of the JLTV at GCVW shall not exceed 27 ft (8.2 m) curb to curb in both the right and left direction. (T)		X			Testing shall be conducted IAW TOP 2-2-609 to verify compliance to the Section 3 requirement.
PDFOV-8243	The turning radius of the JLTV at GCVW shall not exceed 25 ft (7.6 m) curb to curb in both the right and left direction. (O)		X			Testing shall be conducted IAW TOP 2-2-609 to verify compliance to the Section 3 requirement.
PDFOV-1219	**3.4.1.10.1 Steerable/Lockable Rear Axle**					**4.4.1.10.1**

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PDFOV-8442	If equipped with steerable rear wheels and the rear steer system fails, the rear wheels shall automatically assume a locked neutral steer position during forward movement of the vehicle.		X			With the vehicle parked on pavement and the rear wheels at maximum steer angle the rear steer control will be defeated and a drive-off maneuver will be performed followed by a figure eight maneuver. The test will be repeated with the rear wheels at the opposite maximum steer angle to verify compliance with Section 3 requirement. Completion of the above maneuvers in a controllable fashion shall demonstrate pass/fail critieria.
PDFOV-1216	**3.4.1.11 Lane Changing**					**4.4.1.11**
PDFOV-1217	The JLTV at GVW shall be capable of making a NATO lane change IAW AVTP 03-160W at speeds up to 45 mph (72 kph). (T)		X			Testing shall be conducted IAW TOP 2-2-002, Appendix E, and AVTP 03-160W, section 4.2, to verify compliance with Section 3 requirement.
PDFOV-8053	The JLTV at GVW shall be capable of making a NATO lane change IAW AVTP 03-160W at speeds up to 65 mph (105 kph). (O)		X			Testing shall be conducted IAW TOP 2-2-002, Appendix E, and AVTP 03-160W, section 4.2, to verify compliance with Section 3 requirement.
PDFOV-8054	The JLTV at curb weight shall be capable of making a NATO lane change IAW AVTP 03-160W at speeds up to 45 mph (72 kph). (T)		X			Testing shall be conducted IAW TOP 2-2-002, Appendix E, and AVTP 03-160W, section 4.2, to verify compliance with Section 3 requirement.
PDFOV-8055	The JLTV at curb weight shall be capable of making a NATO lane change IAW AVTP 03-160W at speeds up to 65 mph (105 kph). (O)		X			Testing shall be conducted IAW TOP 2-2-002, Appendix E, and AVTP 03-160W, section 4.2, to verify compliance with Section 3 requirement.
PDFOV-3917	The JLTV at GCVW shall be capable of making a NATO lane change IAW AVTP 03-160W at speeds up to 40 mph (64 kph). (T)		X			Testing shall be conducted IAW TOP 2-2-002, Appendix E, and AVTP 03-160W, section 4.2, to verify compliance with Section 3 requirement.
PDFOV-8056	The JLTV at GCVW shall be capable of making a NATO lane change IAW AVTP 03-160W at speeds up to 55 mph (89 kph). (O)		X			Testing shall be conducted IAW TOP 2-2-002, Appendix E, and AVTP 03-160W, section 4.2, to verify compliance with Section 3 requirement.
PDFOV-1262	**3.4.1.12 Operational Range**					**4.4.1.12**
PDFOV-7365	The JLTV shall be capable of traveling 300 mi (483 km) at GVW on flat, paved road at 35 mph (56 kph) on a single tank of fuel. (T)		X			Testing shall be conducted IAW TOP2-2-603, paragraphs sections 2,3,4, paragraphs 5.1, 5.1.1, 5.1.1.1, 5.1.1.2, 5.1.4, 5.1.4.1, 5.1.4.2,6.1 and 6.3 to verify compliance with Section 3 requirement.
PDFOV-8057	The JLTV shall be capable of traveling 300 mi (483 km) at GCVW over OMS/MP on a single tank of fuel. (O)		X			Testing shall be conducted IAW TOP2-2-603, paragraphs section 4, paragraphs 2,2, 5.3, 6.2 and 6.3, over the OMS/MP terrain profile to verify compliance with Section 3 requirement.
PDFOV-1269	**3.4.1.13 Standard Obstacles**					**4.4.1.13**
PDFOV-1271	The JLTV at GVW shall be capable of stepping up and down a vertical obstacle of 18 in (46 cm) in forward and reverse on a straight on approach without preparation or modification of the vehicle. No portion of the JLTV other than the tires (and mud flaps if fitted) can contact the ground or the obstacle. Adjustments to CTIS settings are allowed. (T)		X			Testing shall be conducted IAW TOP 2-2-611, paragraph 4.2 and 5.2 to verify compliance with Section 3 requirement.

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PDFOV-8058	The JLTV at GVW shall be capable of stepping up and down a vertical obstacle of 24 in (61 cm) in forward and reverse on a straight on approach without preparation or modification of the vehicle. No portion of the JLTV other than the tires (and mud flaps if fitted) can contact the ground or the obstacle. Adjustments to CTIS settings are allowed. (O)		X			Testing shall be conducted IAW TOP 2-2-611, paragraph 4.2 and 5.2 to verify compliance with Section 3 requirement.
PDFOV-1272	**3.4.1.14 Fording**					**4.4.1.14**
PDFOV-8443	The JLTV shall have a driver/commander selectable fording mode in order to meet JLTV fording requirements, labeled 'Fording'. The JLTV is allowed to raise higher than the operational ride height in order to meet JLTV fording requirements.					
PDFOV-8444	All actions required for fording shall occur within one (1) minute when the fording mode is selected (i.e. vent closures, cooling fan shut off and suspension height adjustment).		X			Testing shall be performed IAW TOP 2-2-612 and TM to ensure that the actuation of Fording switch enables the required actions to allow fording to verify compliance with Section 3 requirement. This can be tested concurrently with PDFOV 1273 (Fording Requirements).
PDFOV-8059	The JLTV at GVW shall ford a 60 in (152 cm) salt water obstacle (plus wake) with fording kit, preparation, or other fording devices, in forward and reverse while maintaining contact with the ground and without damage to the vehicle.		X			Testing shall be conducted IAW TOP 2-2-612, paragraphs 4.1, and 5.2, and JLTV TM. Salt water bath salinity shall be prepared IAW current TACOM guidance, which is as follows: The salt used shall be sodium chloride containing, on a dry basis, not more than 0.1 percent of sodium Iodide and not more than 0.2 percent of total impurities. The solution shall be prepared by dissolving 5 parts by weight of salt in 95 parts by weight of distilled water or other water containing not more than 200 parts per million of total solids. The solution shall be kept free of sediment of filtration or decantation.
PDFOV-1273	The JLTV at GVW shall ford a 30 in (76 cm) salt water obstacle (plus wake) without fording kit, preparation, or other fording devices, in forward and reverse while maintaining contact with the ground and without damage to the vehicle. (T)		X			Testing shall be conducted IAW TOP 2-2-612, paragraphs 4.1, and 5.2, and JLTV TM. Salt water bath salinity shall be prepared IAW current TACOM guidance, which is as follows: The salt used shall be sodium chloride containing, on a dry basis, not more than 0.1 percent of sodium Iodide and not more than 0.2 percent of total impurities. The solution shall be prepared by dissolving 5 parts by weight of salt in 95 parts by weight of distilled water or other water containing not more than 200 parts per million of total solids. The solution shall be kept free of sediment of filtration or decantation.

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PDFOV-8060	The JLTV at GVW shall ford a 60 in (152 cm) salt water obstacle (plus wake) without fording kit, preparation, or other fording devices, in forward and reverse while maintaining contact with the ground and without damage to the vehicle. (O)		X			Testing shall be conducted IAW TOP 2-2-612, paragraphs 4.1, and 5.2, and JLTV TM. Salt water bath salinity shall be prepared IAW current TACOM guidance, which is as follows: The salt used shall be sodium chloride containing, on a dry basis, not more than 0.1 percent of sodium Iodide and not more than 0.2 percent of total impurities. The solution shall be prepared by dissolving 5 parts by weight of salt in 95 parts by weight of distilled water or other water containing not more than 200 parts per million of total solids. The solution shall be kept free of sediment of filtration or decantation.
PDFOV-8061	The JLTV cooling fan shall not turn on during fording restart.		X			Testing shall be conducted during the fording of 30 inches and 60 inches IAW TOP 2-2-612 paragraph 5.3, and the JLTV technical manual, to verify compliance with Section 3 requirement.
PDFOV-1277	Vented components shall be vented above the 60 in (152 cm) fording line without the fording kit.	X				Inspection shall be conducted IAW TOP 2-2-505, as described in the JLTV technical manual, verify compliance with Section 3 requirement.
PDFOV-7071	After fording operations, water contamination of engine, brake fluid, transmission, transfer transmission, power steering pump, bearing lubricants, fuel tank(s) and all differentials shall not exceed two (2)% by volume.		X		X	After fording, testing shall be conducted for all lubricants and fuel IAW Joint Oil Analysis Program TM-38-304-1 manual for water analysis, to verify compliance with Section 3 requirement.
PDFOV-1278	**3.4.1.15 Towing**					**4.4.1.15**
PDFOV-1293	**3.4.1.15.1 Towed Load Braking and Lighting**					**4.4.1.15.1**
PDFOV-1300	A 28 VDC 12 pin male receptacle (STANAG 4007) with cover shall be mounted at the rear of the JLTV for connection when towing the companion trailer or appropriate legacy trailer.	X				Inspection shall be conducted IAW TOP 2-2-505, as described in the JLTV technical manual, verify compliance with Section 3 requirement..
PDFOV-8062	A 12 VDC 7 pin male receptacle (SAE J560) shall be mounted at the rear of the JLTV for towing appropriate legacy trailers.	X				Inspection shall be conducted IAW TOP 2-2-505, as described in the JLTV technical manual, verify compliance with Section 3 requirement..
PDFOV-8063	A 28 VDC 12 pin male receptacle (STANAG 4007) with cover shall be mounted at the front of the JLTV for powering the vehicle lights when it is flat towed.	X				Inspection shall be conducted IAW TOP 2-2-505, as described in the JLTV technical manual, verify compliance with Section 3 requirement..
PDFOV-8367	The JLTV-T shall have a blackout lighting capability that is controlled by the JLTV.	X				The JLTV-T shall be inspected for conformance to the Section 3 requirement.
PDFOV-1279	**3.4.1.15.2 Like Vehicle Towing**					**4.4.1.15.2**

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PDFOV-1284	The JLTV at GVW shall be capable of towing another JLTV in its payload category at GVW for 100 mi (161 km) over flat secondary roads. All available on-board fuel including additional fuel cans, as well as any necessary attachments and flat tow kit, are permitted to meet this requirement. (T)		X			Testing shall be conducted IAW TOP 2-2-605, paragraphs 4.1 (except (b) that requires towing resistance measurement) and 5 (except (a) and (h)) to verify compliance with Section 3 requirement.
PDFOV-8064	The JLTV at GVW shall be capable of towing another JLTV in its payload category at GVW for 100 mi (161 km) over cross country terrain. All available on-board fuel including additional fuel cans, as well as any necessary attachments and flat tow kit, are permitted to meet this requirement. (O)		X			Testing shall be conducted IAW TOP 2-2-605, paragraphs 4.1 (except (b) that requires towing resistance measurement) and 5 (except (a) and (h)) to verify compliance with Section 3 requirement.
PDFOV-1286	**3.4.1.15.3 Towing and Recovery**					**4.4.1.15.3**
PDFOV-1287	The JLTV shall be capable of being recovered/lift and flat towed from both the front (at GCVW) and rear (at GVW) by 5-ton M939 series, MTVR, LVSR, FMTV, HEMTT wreckers, and MRAP Recovery Vehicle with no alteration to the JLTV required.		X			Testing shall be conducted IAW TOP 2-2-605, paragraphs 4.1 and 5, over the OMS/MP of the towing JLTV-T, to verify compliance with Section 3 requirement.
PDFOV-8576	The JLTV-T shall be capable of being recovered/lift towed by MTVR, LVSR, FMTV, and HEMTT wreckers, with no alteration to the JLTV-T required.		X			Testing shall be conducted IAW TOP 2-2-605, paragraphs 4.1 and 5, over the OMS/MP of the towing JLTV-T, to verify compliance with Section 3 requirement.
PDFOV-7604	The JLTV shall provide tow eyes front and rear for lift-tow operations that provide two pin attachment points per side (four each front and rear) for connection to the HEMTT, MTVR, and LVSR Wrecker Multi-Use Adapter (NSN 5340-01-516-2058 (L), 5340-01-516-2059 (R)).	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-1305	The JLTV tow eyes shall be of a size such that the vehicle can be towed with the heavy-duty towbar described on drawing 12322663, which is referenced in MS500048, Medium Tow Bar (NSN 2530-01-496-8356), and the Light Duty Tow Bar (NSN 4910-01-365-9304).	X				Inspection shall be conducted IAW TOP 2-2-500, paragraph 5.2.1.f.1, to verify compliance with Section 3 requirement.
PDFOV-7331	The JLTV tow eyes shall be provided front and rear conforming to STANAG 4478.	X	X			The JLTV tow eyes shall be inspected and tested according to STANAG 4478 to ensure that it verify compliance with Section 3 requirement.
PDFOV-1288	**3.4.1.15.4 Towed Load Capability**					**4.4.1.15.4**
PDFOV-7440	The JLTV shall have mechanical connections as specified per ADR 62/02 Mechanical Connections Between Vehicles for NB Class Vehicles (Medium Goods Vehicles).	X				The JLTV tow eyes shall be inspected IAW with 2-2-505 to verify compliance with sec. 3 requirement.
PDFOV-1291	**3.4.1.15.4.1 Backward Compatibility.**					**4.4.1.15.4.1**

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PDFOV-1292	The JLTV shall be able to tow the full loaded M101A3 in a degraded manner, which is defined as towing that legacy trailer at the safe operating limit of the legacy trailer.		X			Testing shall be conducted IAW with TOP 2-2-021, paragraph 4.2, and 5.2 to verify compliance with Section 3 requirement. The legacy trailers shall not be loaded to exceed the towing capacity of the JLTV.
PDFOV-8065	The JLTV shall be able to tow the full loaded M105A2 in a degraded manner, which is defined as towing that legacy trailer at the safe operating limit of the legacy trailer.		X			Testing shall be conducted IAW with TOP 2-2-021, paragraph 4.2, and 5.2 to verify compliance with Section 3 requirement. The legacy trailers shall not be loaded to exceed the towing capacity of the JLTV.
PDFOV-8066	The JLTV shall be able to tow the full loaded M1101 (LTT-L) in a degraded manner, which is defined as towing that legacy trailer at the safe operating limit of the legacy trailer.		X			Testing shall be conducted IAW with TOP 2-2-021, paragraph 4.2, and 5.2 to verify compliance with Section 3 requirement. The legacy trailers shall not be loaded to exceed the towing capacity of the JLTV.
PDFOV-8067	The JLTV shall be able to tow the fully loaded M353 in a degraded manner, which is defined as towing that legacy trailer at the safe operating limit of the legacy trailer.		X			Testing shall be conducted IAW with TOP 2-2-021, paragraph 4.2, and 5.2 to verify compliance with Section 3 requirement. The legacy trailers shall not be loaded to exceed the towing capacity of the JLTV.
PDFOV-8068	The JLTV shall be able to tow the fully loaded M1102 (LTT-H) in a degraded manner, which is defined as towing that legacy trailer at the safe operating limit of the legacy trailer.		X			Testing shall be conducted IAW with TOP 2-2-021, paragraph 4.2, and 5.2 to verify compliance with Section 3 requirement. The legacy trailers shall not be loaded to exceed the towing capacity of the JLTV.
PDFOV-8069	The JLTV shall be able to tow the fully loaded M116A2 in a degraded manner, which is defined as towing that legacy trailer at the safe operating limit of the legacy trailer.		X			Testing shall be conducted IAW with TOP 2-2-021, paragraph 4.2, and 5.2 to verify compliance with Section 3 requirement. The legacy trailers shall not be loaded to exceed the towing capacity of the JLTV.
PDFOV-8070	The JLTV shall be able to tow the fully loaded M149A2 in a degraded manner, which is defined as towing that legacy trailer at the safe operating limit of the legacy trailer.		X			Testing shall be conducted IAW with TOP 2-2-021, paragraph 4.2, and 5.2 to verify compliance with Section 3 requirement. The legacy trailers shall not be loaded to exceed the towing capacity of the JLTV.
PDFOV-8071	The JLTV shall be able to tow the fully loaded USMC M1102-MCC in a degraded manner, which is defined as towing that legacy trailer at the safe operating limit of the legacy trailer.		X			Testing shall be conducted IAW with TOP 2-2-021, paragraph 4.2, and 5.2 to verify compliance with Section 3 requirement. The legacy trailers shall not be loaded to exceed the towing capacity of the JLTV.
PDFOV-8256	The JLTV-UTL shall be able to tow the fully loaded M1082 in a degraded manner, which is defined as towing that legacy trailer at the safe operating limit of the legacy trailer.		X			Testing shall be conducted IAW with TOP 2-2-021, paragraph 4.2, and 5.2 to verify compliance with Section 3 requirement. The legacy trailers shall not be loaded to exceed the towing capacity of the JLTV.
PDFOV-8257	The JLTV-UTL shall be able to tow the fully loaded M200A1 in a degraded manner, which is defined as towing that legacy trailer at the safe operating limit of the legacy trailer.		X			Testing shall be conducted IAW with TOP 2-2-021, paragraph 4.2, and 5.2 to verify compliance with Section 3 requirement. The legacy trailers shall not be loaded to exceed the towing capacity of the JLTV.
PDFOV-8258	The JLTV-UTL shall be able to tow the M119A2 Howitzer in a degraded manner, which is defined as towing that howitzer at the safe operating limit of the howitzer. (T)		X			Testing shall be conducted IAW with TOP 2-2-021, paragraph 4.2, and 5.2 to verify compliance with Section 3 requirement. The legacy trailers shall not be loaded to exceed the towing capacity of the JLTV.

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PDFOV-8259	The JLTV-UTL shall be able to tow the M777 Howitzer in a degraded manner, which is defined as towing that howitzer at the safe operating limit of the howitzer. (O)	X				The JLTV-T shall be inspected for conformance to the Section 3 requirement.
PDFOV-1308	**3.4.1.15.5 Pintle**					**4.4.1.15.5**
PDFOV-1309	A swivel-type pintle shall be provided which permits a single operator wearing Mission Orientated Protective Posture (MOPP) level IV to latch/unlatch a trailer from the JLTV within five (5) minutes.		X			Testing shall be conducted by operator in gear specified in Section 3, IAW the intent of MIL-STD-1472F, paragraphs 5.9.1.6, 5.9.1.7, and 5.9.10.2, to verify compliance with Section 3 requirement.
PDFOV-6691	The JLTV pintle shall be located at the rear and centered laterally on the vehicle.		X			Testing shall be dimensional measurement conducted in the following manner: Using tape measure, measure from center of pintle to left rear corner, and right rear corner of vehicle. To successfully pass this requirement, measurements shall within two (2) inch of each other.
PDFOV-6693	The JLTV (including any installed shelters) shall cause no interference when towing trailers and Howitzers in a minimum turning radius (right or left) while traveling in the forward direction, or over the OMS/MP terrain.		X			Testing shall be conducted IAW TOP 2-2-609, paragraph 5.2.1, to verify compliance with Section 3 requirement.
PDFOV-6695	Provision for attachment of trailer safety chains shall be provided as per SAE J849 (per truck installation note) for single axle trailers.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-8577	Provisions for attachment of trailer safety chains shall meet the Class 4 strength requirements per SAE J684.		X			Testing shall be conducted with a tensile strength test on the safety chain provisions. A load equivalent to the trailer GVWR will be applied in a direction parallel to the trailers or towing vehicles longitudinal axis to each attachment provision and maintained for one (1) minute as required by SAE J684.
PDFOV-3438	**3.4.1.16 Electronic Stability Control System**					**4.4.1.16**
PDFOV-3439	The JLTV shall be equipped with an Electronic Stability Control (ESC) system that conforms to FMVSS 126 with modified performance parameters, regardless of the weight of the vehicle.		X			Testing shall be conducted IAW DOT-TP-126 to verify compliance with Section 3 requirement where the Slowly Increasing Steer (SIS) maneuver executed at 30 mph, and the calculated Sine with Dwell (SwD) maneuver maximum steer angle is 130% of the 0.5g 30mph SIS value, with a SwD maneuver frequency of 5Hz and a dwell time of 1sec. To successfully pass this requirement, the vehicle must pass all performance requirements of FMVSS 126, Section 5.2 (vehicle responsiveness and stability requirements).
PDFOV-6722	**3.4.1.17 Vehicle Horn**					**4.4.1.17**
PDFOV-6723	The JLTV shall be equipped with a horn that meets the requirements of A-A-52525 Section 3.3 for a Type II horn.		X			Testing shall be conducted IAW SAE J377, paragraph 4.1.2, to verify compliance Section 3 requirements.

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PDFOV-8078	The JLTV horn activation mechanism shall be within easy reach of the driver.		X			Testing shall be conducted IAW TOP 2-2-508 and MIL-STD-1472 to verify compliance with Section 3 requirement.
PDFOV-8079	**3.4.1.18 Wheel Splash and Stone Throw Protection**					**4.4.1.18**
PDFOV-8080	The JLTV and JLTV-T shall have the capability to accept mud flaps IAW SAE J682.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify the provisions, as outlined in SAE J682, can be met.
PDFOV-7041	**3.4.1.19 Right Hand Drive Operation**					**4.4.1.19**
PDFOV-7042	The JLTV shall be capable of being produced for either Left Hand Drive or Right Hand Drive operation. Specific requirement unique to Right Hand Drive Operation are outlined in Annex L.	X				Inspection shall be conducted IAW TOP 2-2-500, paragraphs 4.1 and 5 to verify compliance with Section 3 requirement.
PDFOV-1310	**3.4.2 Survivability**					**4.4.2**
PDFOV-8081	**3.4.2.1 Visual Signature**					**4.4.2.1**
PDFOV-3208	The JLTV cab interior and upholstery shall be dark, non-reflective color.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-7310	The external fuel covers shall visually blend in with the body of the JLTV to preclude the covers being identified as potential targets.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-6702	**3.4.2.2 B-Kit Armor Interchangeability**					**4.4.2.2**
PDFOV-1311	The JLTV hull will provide protection to the crew from a variety of threats as defined in Annex E. The provisions to provide this minimum level of protection, often called inherent armor, are defined as A-structure armor. For weight accounting purposes, A-structure armor is counted as part of CW. Additional armor to meet higher level of threats as defined in Annex E, often called bolt-on or supplemental armor is defined as B-kit armor. B-kit armor is a unique category for weight accounting purposes.					This is a definition and not verifiable separately.
PDFOV-1323	The installation of JLTV B-kit armor shall be completed within seven (7) hours using materiel handling equipment (MHE). (T)		X			Testing shall be conducted IAW TOP 1-2-504, paragraph 6.d.3.b to verify compliance with the time components of the Section 3 requirement. Timer starts without preparation (without removal of A structure components) and the B kit in its shipping/ storage containers.
PDFOV-8085	The installation of JLTV B-kit armor shall be completed within five (5) hours without materiel handling equipment using two (2) personnel. (O)		X			Testing shall be conducted IAW TOP 1-2-504, paragraph 6.d.3.b to verify compliance with the time components of the Section 3 requirement. Timer starts without preparation (without removal of A structure components) and the B kit in its shipping/ storage containers.

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PDFOV-6703	The JLTV B-kit armor components shall be interchangeable across the same variants.		X			Testing shall be conducted IAW TOP 2-2-707, paragraph 6.2 to verify compliance with Section 3 requirement. Additionally, MIL-HDBK 470A, Table ll, and sections 4.3.1.10, 4.3.1.10.1, and 4.3.1.10.2 shall be adhered to.
PDFOV-1726	**3.4.2.3 Kinetic Damage**					**4.4.2.3**
PDFOV-1727	The JLTV at GVW, on trail condition at half the rated cross country speed shall be capable of traveling for 0.6 mi (1 km) cross country after a total loss of fuel from the main fuel tank(s) due to perforation. (T)					This is a definition and not verifiable separately.
PDFOV-8578	The JLTV at GVW, on trail condition at half the rated cross country speed shall be capable of traveling for 3 mi (5 km) cross country after a total loss of fuel from the main fuel tank(s) due to perforation. (O)					
PDFOV-1588	**3.4.2.4 Weapon Provisions**					**4.4.2.4**
PDFOV-1589	**3.4.2.4.1 Weapons Mount**					**4.4.2.4.1**
PDFOV-6957	**3.4.2.4.1.1 MK-93 Weapons Mount**					**4.4.2.4.1.1**
PDFOV-1591	The JLTV shall have the capability to accept the MK-93 weapons mount to mount the M2 .50 cal machine gun (MG).		X			Testing shall be conducted IAW TOP 1-2-504, paragraph 7, to verify compliance with Section 3 requirements.
PDFOV-1592	The JLTV shall have the capability to accept the MK-93 weapons mount to mount the MK-19 40mm automatic grenade launcher (AGL).		X			Testing shall be conducted IAW TOP 1-2-504, paragraph 7, to verify compliance with Section 3 requirements.
PDFOV-6958	**3.4.2.4.1.2 M197 Weapons Mount**					**4.4.2.4.1.2**
PDFOV-1594	The JLTV shall have the capability to accept the M197 weapon mount to mount the M240B 7.62mm MG.		X			Testing shall be conducted IAW TOP 1-2-504, paragraph 7, to verify compliance with Section 3 requirements.
PDFOV-1595	The JLTV shall have the capability to accept the M197 weapons mount to mount the M249 5.56mm squad automatic weapon.		X			Testing shall be conducted IAW TOP 1-2-504, paragraph 7, to verify compliance with Section 3 requirements.
PDFOV-6960	**3.4.2.4.1.3 ALGL Weapons Mount**					**4.4.2.4.1.3**
PDFOV-1593	The JLTV shall have the capability to accept the MK-107 weapons mount to mount the MK-47 40mm Advanced Lightweight Grenade Launcher (ALGL).		X			Testing shall be conducted IAW TOP 1-2-504, paragraph 7, to verify compliance with Section 3 requirements.
PDFOV-1596	**3.4.2.4.2 Weapon Mount Integration**					**4.4.2.4.2**
PDFOV-1597	The JLTV with the MK-93, M197 and MK-107 weapons mount shall permit operation of the weapon while traversing 360 degrees azimuth without interfering with crew operations.		X			Testing shall be conducted IAW TOP 3-2-813, paragraph 4.1, to verify compliance with Section 3 requirement.

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PDFOV-1599	The JLTV with the MK-93, M197 and MK-107 weapon mount equipped with a weapon shall be able to be operated by 5th percentile female to the 95th percentile male gunners. Operation of the weapon includes crew drills such as load, unload, perform immediate action as stated in the Weapon Technical Manual (TM).		X			Testing shall be conducted IAW MIL STD 1472 to verify compliance with Section 3 requirement.
PDFOV-7420	Weapon BII required to operate or perform immediate action on the weapon when mounted on the JLTV shall be stowed in close proximity to the weapon so that the weapon BII is readily accessible by the gunner. Other items, such as cleaning items, or items used in ground-mounted configuration may be stored elsewhere.		X			Testing shall be conducted IAW TOP 2-2-802, paragraph 5.1.1.c, to verify compliance with Section 3 requirement.
PDFOV-1607	The integration of the weapons mount and weapon on the JLTV shall preclude the firing of the weapon at the main body of the vehicle.		X			Testing shall be conducted IAW TOP 3-2-813, paragraphs 4.1, 4.2, and 5.1 to verify compliance with Section 3 requirement.
PDFOV-1609	The weapon when mounted on the JLTV shall be capable of being elevated to +80 degrees and depressed to -20 degrees.		X			Testing shall be conducted IAW TOP 3-2-813, paragraphs 4.1. g, h, and 4.2, to verify compliance with Section 3 requirement.
PDFOV-1617	A means shall be provided to prevent spent brass and links from entering the crew compartment.		X			Testing shall be conducted IAW TOP 3-2-813, during the conduct of previous tests related to TOP 3-2-813. Tester shall evaluate effectiveness of design to prevent spent brass and links from entering crew compartment, to verify compliance with Section 3 requirement.
PDFOV-1618	**3.4.2.4.3 GPK**					**4.4.2.4.3**
PDFOV-1629	**3.4.2.4.3.1 GPK Assembly and Installation**					**4.4.2.4.3.1**
PDFOV-1630	The GPK shall be installable (to include assembly) with MHE using two (2) maintainers plus an MHE operator within four (4) hours. (T)		X			Testing shall be conducted IAW TOP 2-2-707, paragraphs 5.1, 6.1, 6.2 and 6.4, and MIL STD 1472, paragraph 5.6.1 to verify compliance with Section 3 requirement.
PDFOV-8091	The GPK shall be installable (to include assembly) with MHE using two (2) maintainers plus an MHE operator within two (2) hours. (O)		X			Testing shall be conducted IAW TOP 2-2-707, paragraphs 5.1, 6.1, 6.2 and 6.4, and MIL STD 1472, paragraph 5.6.1 to verify compliance with Section 3 requirement.
PDFOV-1639	**3.4.2.4.3.2 Gunner's Restraint System**					**4.4.2.4.3.2**
PDFOV-6843	The JLTV gunner's restraint system shall prevent the gunner from being ejected during off-road operations or in an accident.		X			Testing shall be conducted IAW MIL STD 1472, paragraph 5.6.3.1.4, to verify compliance with Section 3 requirement.
PDFOV-8092	The JLTV gunner's restraint shall allow the gunner to quickly return to the inside of the vehicle during a vehicle rollover.		X			Testing shall include functional verification that restraint will allow gunner access back into vehicle to verify compliance with Section 3 requirement.

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PDFOV-6845	The JLTV gunner's restraint system shall allow weapons operation of the gunner in full combat equipment for a duration of at least two (2) hours.		X			Testing shall be conducted IAW MIL STD 1472, paragraph 5.6.3.1.4, to verify compliance with Section 3 requirement. Testing shall consist of tester, in full combat gear, in GPK, with restraint system in use, with JLTV traversing OMS/MP representative terrain at safe speeds, to verify compliance with Section 3 requirement.
PDFOV-7273	The JLTV gunner's restraint system shall allow for multiple (adjustable) seating heights varying from complete defilade to name tag defilade, and accommodating 5th percentile female to the 95th percentile male gunners such that the gunner can effectively employ the assigned weapon.		X			Testing shall be conducted IAW MIL STD 1472, paragraph 5.6.3.1.4, to verify compliance with Section 3 requirement.
PDFOV-8094	The JLTV gunner's restraint system shall incorporate a release mechanism IAW FMVSS209 Section S4.1(e) to permit emergency extrication of the gunner.	X	X			Inspection shall be conducted IAW TOP 2-2-505 to confirm the presence of a gunner's restraint system release mechanism. The mechanism shall be tested IAW MIL STD 1472, paragraph 5.6.3.1.4 and FMVSS 209 S5.2(d), to verify compliance with Section 3 requirement.
PDFOV-7312	The JLTV gunner's restraint system shall enable the gunner to maintain 360 degree visibility with only his/her head/kevlar exposed.		X			The JLTV gunner's restraint system shall be functionally tested by situating a gunner/tester into the gunner's restraint system and assessing the ability to maintain 360 degree visibility with only head/kevlar exposed, to verify compliance with Section 3 requirement.
PDFOV-8448	The JLTV gunner's restraint and gunner's sling webbing shall meet the requirements of FMVSS 209 Sections S4.1 (d)-(f), S4.1(h)-(k), S4.2, S4.3(a)-(e), and S4.4(a).			X		Certification shall be provided that indicates compliance IAW FMVSS 209 S5.1, S5.2(a)-(e), and S5.3(a), to verify compliance with Section 3 requirement.
PDFOV-8449	The JLTV gunner's restraint and gunner's sling anchorages, attachment hardware, and attachment bolts shall meet the requirements of FMVSS 210 Sections S4.2 for a Type I seat belt assembly.			X		Certification shall be provided that indicates compliance IAW FMVSS 210 S5.1, to verify compliance with Section 3 requirement.
PDFOV-1640	**3.4.2.4.4 Storage**					**4.4.2.4.4**
PDFOV-1641	The JLTV and JLTV-T shall store and transport Commodity Class V (ammunition and missiles) IAW the Defense Ammunition Center certification requirements for the JLTV OMS/MP.		X			Testing shall be conducted IAW TP-94-01 to verify compliance with Section 3 requirement.
PDFOV-1643	Ammunition storage provisions shall have a readily accessible quick release.	X				The JLTV shall be Inspected IAW TOP 2-2-802, paragraph 5.1.1.d(1) to verify compliance with Section 3 requirement.
PDFOV-1645	The JLTV shall have designated stowage locations, protected to either the level of ballistic, blast and fragmentation protection as provided by the vehicle and the GPK; or shock, vibration and weather protection, and securable, for the ammunition quantities listed in Annex G.	X				The JLTV shall be Inspected IAW TOP 2-2-802 to verify compliance with Section 3 requirement.

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PDFOV-1671	**3.4.2.4.5 Common Remotely Operated Weapons Station**					**4.4.2.4.5**
PDFOV-6847	The JLTV shall have an opening with a minimum 30 in (76 cm) circular diameter or a 17 in (43 cm) by 28 in (71) oval opening to facilitate manual operation of the Remote Weapons Station (RWS).		X			Testing shall be conducted IAW MIL STD 1472, paragraph 5.6.3.1.2, 5.6.3.1.3, and 5.7.7.3, to verify compliance with Section 3 requirement.
PDFOV-1354	**3.4.2.5 Fire Extinguishing**					**4.4.2.5**
PDFOV-1396	**3.4.2.5.1 Cylinder Requirements**					**4.4.2.5.1**
PDFOV-1397	The fire extinguisher cylinders shall meet all applicable Department of Transportation (DOT) CFR Title 49 Part 173.309 requirements.			X		The Contractor shall provide documentation from an independent third party test facility certifying that the fire extinguisher cylinders meet DOT CFR Title 49 Part 173.309 requirements. Fire extinguishers shall be inspected to confirm that they are marked IAW CFR Title 49 Part 173.309 section (3) (iii).
PDFOV-8095	The fire extinguisher cylinders shall meet the fragmentation resistance requirements of MIL-DTL-7905 "Cylinders, Steel, Compressed Gas, Non-Shatterable, Seamless, 1800 PSI and 2100 PSI" section 3.3.9			X		The fire extinguishers cylinder shall be inspected IAW MIL-DTL-7905 section 4.6.9 to verify compliance with Section 3 requirement.
PDFOV-8096	The fire extinguisher cylinders shall be marked and color coded IAW MIL-STD-101 Color Code for Pipelines and for Compressed Gas Cylinders.			X		The Contractor shall certify that the extinguishers conform the Section 3 requirements
PDFOV-7631	**3.4.2.5.2 Automatic Fire Extinguishing System**					**4.4.2.5.2**
PDFOV-1355	The JLTV shall be equipped with Automatic Fire Extinguishing Systems (AFES) or systems to protect the crew cabin and engine compartment.	X				Inspection shall be performed IAW TOP 2-2-505 to verify compliance with Section 3 requirements.
PDFOV-8098	The AFES shall meet UL 2166.			X		Inspection shall be performed IAW 2-2-505 to confirm that the markings required by UL2166, Section 58, are present, to verify compliance with Section 3 requirements.
PDFOV-1408	**3.4.2.5.2.1 Extinguishing Agent**					**4.4.2.5.2.1**
PDFOV-1409	HFC-227ea (heptafluoropropane) with 5%-10% sodium bicarbonate powder by weight shall be used as the AFES extinguishing agent.			X		The Contractor shall certify that the agent used is HFC-227ea as required.

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PDFOV-7598	Agent concentrations shall not exceed the exposure limits of Table 1.5.1.2.1 (c) of NFPA 2001, Standard on Clean Agent Fire Extinguishing Systems under worse case vehicle operating condition (hatches and doors closed, engine running, HVAC in recirculate mode with fan on high).		X			Testing shall be conducted IAW TOP 2-2-614 to verify compliance with Section 3 requirements.
PDFOV-1400	**3.4.2.5.2.2 Extinguisher Refill/Recharge**					**4.4.2.5.2.2**
PDFOV-1401	For refillable AFES tanks the refill capabilities and procedures shall be compatible with military recharge equipment (NSN 4210-01-474-6206).		X			Testing shall be conducted IAW TOP 2-2-505 Section 4.1.2.1.F to verify compliance with Section 3 requirement.
PDFOV-1388	**3.4.2.5.2.3 Accidental Discharge**					**4.4.2.5.2.3**
PDFOV-1389	Mounting provisions shall be provided on the extinguisher mounting bracket to secure the anti-recoil plugs after removal.	X				Inspection shall be conducted IAW TOP 2-2-505 to demonstrate that the all extinguishers are equipped with means to prevent accidental discharge and compliance with Section 3.
PDFOV-1404	**3.4.2.5.2.4 Crew Incapacitation Level**					**4.4.2.5.2.4**
PDFOV-1405	Compartment parameters shall not exceed the crew incapacitation levels during and following any fire event, as contained in the Medical Evaluation of Non-Fragment Injury Effects in Armored Vehicle Live Fire Test, Instrumentation Requirements and Injury Criteria reference document dated September 1989.		X			Test will be conducted IAW TOP 2-2-614, Paragraph 4, and Appendix A, Section 8, to verify compliance with Section 3 requirements.
PDFOV-1410	**3.4.2.5.2.5 Extinguisher Discharge**					**4.4.2.5.2.5**
PDFOV-1411	The AFES extinguisher nozzles shall not discharge directly at any normally occupied crew position IAW NFPA 2001 section 7.7.2.2.7.		X			Testing shall be conducted IAW ITOP 2-2-617 section 4.2.1 to verify compliance with Section 3 requirement.
PDFOV-1358	**3.4.2.5.2.6 Battery Back-up**					**4.4.2.5.2.6**
PDFOV-1359	The AFES shall remain energized for 10 minutes following JLTV shut down.		X			Testing shall be conducted with a voltmeter to ensure that the AFES remains energized for a minimum of 10 minutes following vehicle shutdown.
PDFOV-1364	**3.4.2.5.2.7 Status Indicators**					**4.4.2.5.2.7**
PDFOV-1365	System status indicators, independent of the DSDU, shall be provided that visually inform crew that the AFES is powered and operational.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-1362	**3.4.2.5.2.8 Extinguishing Activation**					**4.4.2.5.2.8**
PDFOV-1363	The AFES shall be capable of both automatic sensing and extinguishing Fires IAW MIL-PRF-62546 section 3.3.3.		X			Testing shall be conducted0 IAW MIL-PRF-62546 sections 4.3.3.2-4.3.3.4 and 4.3.3.6-4.3.3.8, to verify compliance with Section 3 requirements.

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PDFOV-8450	The manual means of AFES operation required in UL2166 Section 9.2 shall meet the control protection requirements of MIL-STD-1472 Section 5.4.1.8.4 method b, c, or d.		X			Testing shall be conducted IAW TOP 2-2-508 section 4.12.2 and MIL-STD 1472 Section 5.4.1.8.4 to verify compliance with Section 3 requirement.
PDFOV-8451	The manual means of AFES operation required in UL2166 Section 9.2 shall be located within reach of the driver and commander.		X			Testing shall be conducted IAW TOP 2-2-508 section 4.12.2 and MIL-STD 1472 Section 5.1.2.3.8 to verify compliance with Section 3 requirement.
PDFOV-1366	**3.4.2.5.2.9 Maintenance**					**4.4.2.5.2.9**
PDFOV-1367	A means shall be provided to disconnect AFES power to permit safe maintenance IAW NFPA 2001 section 4.3.6.		X			Testing shall be conducted IAW with contractor TM to verify the AFES system is capable of being safely powered down to permit safe maintenance, in accordance with NFPA 2001 section 4.3.6.
PDFOV-1368	**3.4.2.5.2.10 False Activation Prevention**					**4.4.2.5.2.10**
PDFOV-1369	The AFES controller shall preclude false activation of any extinguisher(s) during removal or replacement of the optical fire sensor, extinguisher bottle, or any interconnecting electrical harness IAW MIL-DTL-62545 section 3.3.8.		X			Testing shall be conducted IAW TOP 2-2-508 and MIL-PRF-62545 4.6.3 to verify Section 3 requirement by demonstrating the AFES does not activate after an extinguisher bottle, fire sensor, or any interconnecting electrical harness has been removed or replaced.
PDFOV-8099	The removal of any individual fire sensor or extinguisher tank shall not render the remainder of the system inoperative IAW MIL-DTL-62545 section 3.3.8.		X			Testing shall be conducted IAW TOP 2-2-508 and MIL-PRF-62545 4.6.3 to verify Section 3 requirements by demonstrating the remainder of the system functions after a bottle or sensor has been removed from one section of the system.
PDFOV-1379	**3.4.2.5.2.11 Radiation Stimuli Response**					**4.4.2.5.2.11**
PDFOV-1380	The fire detectors shall not respond at distances equal to or greater than the immunity distance when exposed to the radiation sources of MIL-PRF-62546 Table 1 - False alarm susceptibility.		X			Testing shall be conducted IAW MIL-PRF-62546 Sections 4.3.3.7 -4.3.3.7.15 to verify compliance with Section 3 requirements. The sensor shall not respond to the stimuli at distances equal to the limits identified in MIL-PRF-62546 Table 1.
PDFOV-1402	**3.4.2.5.2.12 AFES Performance within Crew Compartment**					**4.4.2.5.2.12**
PDFOV-1403	The AFES in the crew compartment shall be capable of detecting and extinguishing Petroleum, Oil, and Lubricant (POL) fires within 10 seconds to prevent crew incurring second-degree or greater burns.		X			Testing shall be conducted IAW ITOP 2-2-617 section 4.2.1 and MIL-PRF-62546 sections 4.3.3.2-4.3.3.4 and 4.3.3.6-4.3.3.8, to verify compliance with Section 3 requirement.
PDFOV-1414	**3.4.2.5.2.13 AFES Engine Compartment Fire Suppression**					**4.4.2.5.2.13**
PDFOV-1415	The POL fires in the engine compartment shall be detected and extinguished within ten (10) seconds of ignition to minimize JLTV damage.		X			Testing shall be conducted IAW TOP 10-3-001 (under development) to verify compliance with Section 3 requirements.
PDFOV-1422	**3.4.2.5.3 Portable Extinguisher**					**4.4.2.5.3**
PDFOV-8100	The JLTV portable fire extinguisher shall meet UL 299 requirements.			X		Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.

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PDFOV-1423	The JLTV shall be equipped with at least one (1) portable, dry chemical extinguisher with a minimum 10B:C rating per UL 711.	X	X	X		Certification shall be provided that indicates compliance UL711 standards, to verify compliance with Section 3 requirement. Presence of markings required from the annual UL Fire Protection Equipment Directory including approved UL symbols, or "Underwriters Laboratories Inc" shall satisfy UL certification requirements. The text "10-B:C" or approved rating symbols from NFPA 10 Annex B or Annex C shall satisfy the fire rating certification requirements.
PDFOV-8579	The JLTV portable fire extinguisher shall be mounted within reach of the driver when seated.		X			Location of the fire extinguisher shall be tested IAW TOP 2-2-508 and MIL-STD 1472 to verify compliance with Section 3 requirements.
PDFOV-1390	**3.4.2.5.3.1 Extinguisher Charge Status**					**4.4.2.5.3.1**
PDFOV-1391	This extinguisher pressure gauge or charge indicator device indicator shall be clearly visible to vehicle crew when the extinguishers are installed in the JLTV.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirements.
PDFOV-1416	**3.4.2.5.4 Fuel Tank Protection**					**4.4.2.5.4**
PDFOV-1417	**3.4.2.5.4.1 Self-Sealing Requirement**					**4.4.2.5.4.1**
PDFOV-1418	All fixed fuel tanks shall be self-sealing. See MIL-T-5578 (as applicable to a tactical vehicle using JP-8) for reference.		X			Testing shall be conducted IAW TOP 2-2-710 to verify compliance with Section 3 requirement.
PDFOV-7295	**3.4.2.5.4.2 Portable Fuel Carrying Capacity**					**4.4.2.5.4.2**
PDFOV-1266	The JLTV shall be able to accommodate and secure two (2) standard jerry cans on the vehicle exterior.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-1419	**3.4.2.5.4.3 Fixed Fuel Tanks**					**4.4.2.5.4.3**
PDFOV-1420	All fixed fuel tanks shall be mounted external to the crew compartment or compartmented away from the crew to minimize the occurrence of internal fires.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-8101	The JLTV design shall incorporate layering protection for fuel tanks where fixed fuel tanks shall be shielded by the JLTV structure.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-6893	**3.4.2.5.4.4 Protection of Ingress/Egress Route**					**4.4.2.5.4.4**
PDFOV-6894	The fuel tanks, including jerry cans, shall be positioned away from the JLTV's egress points to allow for safe egress of the crew in the event of a fuel fire.	X				Inspected IAW TOP 2-2-505 with actual vehicle to verify compliance with Section 3 requirements.
PDFOV-8102	A passive fire protection method (internal or external to fuel tanks) shall be provided to prevent any sustained fuel fires in the vehicle fuel tank.		X			Testing shall be conducted IAW TOP 10-3-002 (Performance and Vulnerability Testing of Exterior Fire Extinguishers - under development) to verify compliance with Section 3 requirement.
PDFOV-1700	**3.4.2.6 Chemical, Biological, and Radiological/Nuclear, Incidents**					**4.4.2.6**

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PDFOV-1704	**3.4.2.6.1 Chemical Protection**					**4.4.2.6.1**
PDFOV-1706	The JLTV shall provide an environment where the crew can operate in MOPP IV (as described in FM 3-11) gear for six (6) hours. (T)		X			Testing shall be conducted IAW MIL STD 1472, paragraph 5.8, to verify compliance with Section 3 requirement.
PDFOV-8103	The JLTV shall provide an environment where the crew can operate in MOPP IV (as described in FM 3-11) gear for 12 hours. (O)		X			Testing shall be conducted IAW MIL STD 1472, paragraph 5.8, to verify compliance with Section 3 requirement.
PDFOV-1711	**3.4.2.6.2 Chemical, Biological and Radiological/Nuclear Detection**					**4.4.2.6.2**
PDFOV-1703	The JLTV shall provide power, space claim, and interfacing to accept a sensor (GFE) compliant with the Common Chemical, Biological Radiological/Nuclear Sensor Interface (CCSI) document.		X			Testing shall be conducted IAW CCSI document paragraph 4.8 to verify compliance with Section 3 requirement.
PDFOV-1718	**3.4.2.6.3 Decontamination**					**4.4.2.6.3**
PDFOV-1719	The JLTV shall be capable of being decontaminated to the Operational decon levels (as defined by FM 3-11 and FM 3-5) using current existing decon methodology and performance standards. (T)		X			Testing shall be conducted IAW TOP 8-2-061, paragraph 4.5, to verify compliance with Section 3 requirements.
PDFOV-8104	The JLTV shall be capable of being decontaminated to the Thorough decon levels (as defined by FM 3-11 and FM 3-5) using current existing decon methodology and performance standards. (O)		X			Testing shall be conducted IAW TOP 8-2-061, paragraph 4.5, to verify compliance with Section 3 requirements.
PDFOV-1728	**3.4.3 Transportability**					**4.4.3**
PDFOV-1732	**3.4.3.1 Cargo Tiedowns**					**4.4.3.1**
PDFOV-1733	The JLTV and JLTV-T shall be equipped with cargo tiedowns (recessed tiedowns where applicable) IAW MIL-STD-209.		X			Testing shall be conducted IAW MIL-STD-209 to verify compliance with Section 3 requirement.
PDFOV-1734	**3.4.3.2 Lifting and Tiedown Provisions**					**4.4.3.2**
PDFOV-1735	The JLTV and JLTV-T shall meet lifting and tiedown provision requirements per MIL-STD-209.		X			Testing shall be conducted to verify compliance with the requirements IAW MIL-STD-209, at GVWR.
PDFOV-3992	The lifting and tiedown provisions shall be permanently marked.		X			Testing shall be conducted to verify compliance with the requirements IAW MIL-STD-209, paragraph 5.7.
PDFOV-1736	**3.4.3.3 Air Transport**					**4.4.3.3**
PDFOV-1738	**3.4.3.3.1 Fixed Wing Transport**					**4.4.3.3.1**

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PDFOV-1739	The JLTV with B-kit armor (no GPK) installed shall be air transportable at GVW in C-130 aircraft IAW MIL-STD-1366 as described in MIL-HDBK-1791. If an adjustable height suspension is implemented on the JLTV, this requirement must be met without adjusting the ride height during the boarding process.		X		X	Testing shall be conducted IAW MIL-STD 209 and TOP 1-2-500 to verify compliance with the Section 3 requirements. An analysis will be provided by Air Transportability Test Loading Agency (ATTLA) to confirm transportability.
PDFOV-8194	Two (2) JLTV at curb weight, with B-kit armor (no GPK) installed, shall be transportable by C-130 aircraft IAW MIL-STD-1366 as described in MIL-HDBK-1791. If an adjustable height suspension is implemented on the JLTV, this requirement must be met without adjusting the ride height during the boarding process. (T)		X		X	Testing shall be conducted IAW TOP 1-2-500 to collect the data required for analysis. Analysis shall be conducted by ATTLA to confirm compliance with the Section 3 requirements.
PDFOV-8195	Two (2) JLTV, at GVW, shall be transportable by C-130 aircraft IAW MIL-STD-1366 as described in MIL-HDBK-1791. If an adjustable height suspension is implemented on the JLTV, this requirement must be met without adjusting the ride height during the boarding process. (O)		X		X	Testing shall be conducted IAW TOP 1-2-500 to collect the data required for analysis. Analysis shall be conducted by ATTLA to confirm compliance with the Section 3 requirements.
PDFOV-7605	The JLTV shall be air transportable at GVW in C-17 aircraft IAW MIL-STD-1366 as described in MIL-HDBK-1791. If an adjustable height suspension is implemented on the JLTV, this requirement must be met without adjusting the ride height during the boarding process.		X		X	Testing shall be conducted IAW TOP 1-2-500 to collect the data required for analysis. Analysis shall be conducted by ATTLA to confirm compliance with the Section 3 requirements.
PDFOV-7606	The JLTV shall be air transportable at GVW in C-5 aircraft IAW MIL-STD-1366 as described in MIL-HDBK-1791. If an adjustable height suspension is implemented on the JLTV, this requirement must be met without adjusting the ride height during the boarding process.		X		X	Testing shall be conducted IAW TOP 1-2-500 to collect the data required for analysis. Analysis shall be conducted by ATTLA to confirm compliance with the Section 3 requirements.
PDFOV-7607	The JLTV shall not exceed 102 in (259 cm) in height measured from the ground to the highest point on the vehicle with the GPK installed (excluding antennas). If applicable, the vehicle's suspension height may be reduced to meet this requirement. (O)		X			Testing shall be conducted IAW TOP 1-2-504 to verify compliance with Section 3 requirement.
PDFOV-7608	For C-130 transportability, the JLTV single axle loads must not exceed 13,000 lbs at GVW.		X			Testing shall be conducted IAW TOP 1-2-500 to verify compliance with Section 3 requirement.
PDFOV-7609	The JLTV at GVW shall be able to negotiate and crest a 26 percent grade (15 degrees slope) ramp in both the forward and reverse directions. If an adjustable height suspension is implemented on the JLTV, this requirement must be met without adjusting the ride height during the boarding process.		X			Testing shall be conducted IAW 1-2-500, paragraphs 2.2.4, 4.4, and 4.4.2 to verify compliance with Section 3 requirement.

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PDFOV-7610	The JLTV at GCVW shall be able to negotiate and crest a 26 percent grade (15 degrees slope) ramp in both the forward and reverse directions. If an adjustable height suspension is implemented on the JLTV, this requirement must be met without adjusting the ride height during the boarding process.		X			Testing shall be conducted IAW 1-2-500, paragraphs 2.2.4, 4.4, and 4.4.2 to verify compliance with Section 3 requirement.
PDFOV-8196	The JLTV at GCVW shall be air transportable in C-130 aircraft IAW MIL-STD-1366 as described in MIL-HDBK-1791. (O)		X		X	Testing shall be conducted IAW TOP 1-2-500 to collect the data required for analysis. Analysis shall be conducted by ATTLA to confirm compliance with the Section 3 requirements.
PDFOV-7611	The JLTV-T with full payload shall be air transportable in C-130 aircraft IAW MIL-STD-1366 as described in MIL-HDBK-1791.		X		X	Testing shall be conducted IAW TOP 1-2-500 to collect the data required for analysis. Analysis shall be conducted by ATTLA to confirm compliance with the Section 3 requirements.
PDFOV-7612	The JLTV-T with full payload shall be air transportable in C-17 aircraft IAW MIL-STD-1366 as described in MIL-HDBK-1791.		X		X	Testing shall be conducted IAW TOP 1-2-500 to collect the data required for analysis. Analysis shall be conducted by ATTLA to confirm compliance with the Section 3 requirements.
PDFOV-7613	The JLTV-T with full payload shall be air transportable in C-5 aircraft IAW MIL-STD-1366 as described in MIL-HDBK-1791.		X		X	Testing shall be conducted IAW TOP 1-2-500 to collect the data required for analysis. Analysis shall be conducted by ATTLA to confirm compliance with the Section 3 requirements.
PDFOV-3938	**3.4.3.3.1.1 Low Velocity Aerial Delivery**					**4.4.3.3.1.1**
PDFOV-4019	The JLTV at GVW, excluding GPK, shall be capable of Low Velocity Aerial Delivery (LVAD) from C-130 aircraft and meet the requirements of MIL-HDBK-669, MIL-STD-814, MIL-HDBK-1791, and MIL-STD-1366. (T)		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.9, to verify compliance with Section 3 requirement.
PDFOV-8580	The JLTV at GVW, with GPK, shall be capable of Low Velocity Aerial Delivery (LVAD) from C-130 aircraft and meet the requirements of MIL-HDBK-669, MIL-STD-814, MIL-HDBK-1791, and MIL-STD-1366. (O)		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.9, to verify compliance with Section 3 requirement.
PDFOV-8105	The JLTV at GVW, excluding GPK, shall be capable of LVAD from C-17 aircraft and meet the requirements of MIL-HDBK-669, MIL-STD-814, MIL-HDBK-1791, and MIL-STD-1366. (T)		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.9, to verify compliance with Section 3 requirement.
PDFOV-8581	The JLTV at GVW, with GPK, shall be capable of LVAD from C-17 aircraft and meet the requirements of MIL-HDBK-669, MIL-STD-814, MIL-HDBK-1791, and MIL-STD-1366. (O)		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.9, to verify compliance with Section 3 requirement.

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PDFOV-8106	The JLTV at GVW, excluding GPK, shall be capable of LVAD from C-5 aircraft and meet the requirements of MIL-HDBK-669, MIL-STD-814, MIL-HDBK-1791, and MIL-STD-1366. (T)		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.9, to verify compliance with Section 3 requirement.
PDFOV-8582	The JLTV at GVW, with GPK, shall be capable of LVAD from C-5 aircraft and meet the requirements of MIL-HDBK-669, MIL-STD-814, MIL-HDBK-1791, and MIL-STD-1366. (O)		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.9, to verify compliance with Section 3 requirement.
PDFOV-8107	The JLTV-T with full payload shall be capable of LVAD from C-130 aircraft and meet the requirements of MIL-HDBK-669, MIL-STD-814, MIL-HDBK-1791, and MIL-STD-1366.		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.9, to verify compliance with Section 3 requirement.
PDFOV-8108	The JLTV-T with full payload shall be capable of LVAD from C-17 aircraft and meet the requirements of MIL-HDBK-669, MIL-STD-814, MIL-HDBK-1791, and MIL-STD-1366.		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.9, to verify compliance with Section 3 requirement.
PDFOV-8109	The JLTV-T with full payload shall be capable of LVAD from C-5 aircraft and meet the requirements of MIL-HDBK-669, MIL-STD-814, MIL-HDBK-1791, and MIL-STD-1366.		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.9, to verify compliance with Section 3 requirement.
PDFOV-8110	The JLTV at GVW, excluding GPK, and JLTV-T with full payload shall be capable of LVAD simultaneously on the same platform from C-130 aircraft (O).		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.9, to verify compliance with Section 3 requirement.
PDFOV-4020	The JLTV shall be capable of LVAD without shelters installed.		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.9, to verify compliance with Section 3 requirement.
PDFOV-8112	The rigged load for LVAD shall not exceed 100 in (254 cm) in height. The rigged load includes the airdrop platform, energy-dissipating material, and JLTV. (T)		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.9, to verify compliance with Section 3 requirement.
PDFOV-8113	The rigged load for LVAD shall not exceed 96 in (243.8 cm) in height. The rigged load includes the airdrop platform, energy-dissipating material, and JLTV. (O)		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.9, to verify compliance with Section 3 requirement.
PDFOV-8114	The rigged load for LVAD shall not exceed 108 in (274.3 cm) in width. The rigged load includes the airdrop platform, energy-dissipating material, and JLTV. (T)		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.9, to verify compliance with Section 3 requirement.
PDFOV-8115	The rigged load for LVAD shall not exceed 103 in (261.6 cm) in width. The rigged load includes the airdrop platform, energy-dissipating material, and JLTV. (O)		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.9, to verify compliance with Section 3 requirement.
PDFOV-1764	The JLTV shall be ready for operation after LVAD within 15 minutes. Time to remount the shelter is not included in this time period. (T)		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.9, to verify compliance with Section 3 requirement.

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PDFOV-8116	The JLTV shall be ready for operation after LVAD within 10 minutes. Time to remount the shelter is not included in this time period. (O)		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.9, to verify compliance with Section 3 requirement.
PDFOV-1748	**3.4.3.3.2 Rotary Wing Aircraft**					**4.4.3.3.2**
PDFOV-1749	The JLTV and JLTV-T shall be air-transportable by military rotary wing aircraft IAW air transport requirements of MIL-STD-1366, except for the rotary-wing aircraft external load capabilities listed in tables 42-44.		X			Testing shall be conducted IAW TOP 1-2-500 to verify compliance with Section 3 requirement.
PDFOV-8197	One (1) JLTV shall be transportable external to a CH-53E. Payload and/or supplemental armor will be added to the vehicle to achieve a transport weight of 16,800 lb (7,620 kg) for CH-53E testing. (T)		X			Testing shall be conducted IAW TOP 1-2-500 to verify compliance with Section 3 requirement.
PDFOV-8198	Two (2) JLTV shall be transportable external to a CH-53K. Payload and/or supplemental armor will be added to each vehicle to achieve a combined transport weight of 32,330 lb (14,664 kg) for testing. (T)		X			Testing shall be conducted IAW TOP 1-2-500 to verify compliance with Section 3 requirement.
PDFOV-8199	One (1) JLTV shall be transportable external to a CH -47F. Payload and/or supplemental armor will be added to the vehicle to achieve a transport weight of 14,669 lb (6,654 kg) for CH-47F testing. (T)		X			Testing shall be conducted IAW TOP 1-2-500 to verify compliance with Section 3 requirement.
PDFOV-8200	One (1) JLTV shall be transportable internal to a MH -47G. 2,000 lb (907 kg) of payload and/or supplemental armor will be added to the vehicle to achieve a transport weight of 10,000 lb (4,536 kg) for MH-47G testing. (O)		X			Testing shall be conducted IAW TOP 1-2-500 to verify compliance with Section 3 requirement.
PDFOV-8360	One (1) JLTV-T with full payload, and without the soft top kit installed, shall be externally transportable by CH-53E. (T)		X		X	Analysis shall be provided to demonstrate compliance with Section 3 requirement. Testing shall be conducted IAW TOP 1-2-500 to verify compliance.
PDFOV-8361	Two (2) JLTV-T with full payload and without the soft top kit installed shall be externally transportable by CH-53E. (O)		X		X	Analysis shall be provided to demonstrate compliance with Section 3 requirement. Testing shall be conducted IAW TOP 1-2-500 to verify compliance.
PDFOV-8432	One (1) JLTV-T with full payload, and without the soft top kit installed, shall be externally transportable by CH-47F. (T)		X			Testing shall be conducted IAW TOP 1-2-500 to verify compliance with Section 3 requirement.
PDFOV-8433	One (1) JLTV-T with full payload, and without the soft top kit installed, shall be externally transportable by MV-22 Block C. (T)		X			Testing shall be conducted IAW TOP 1-2-500 to verify compliance with Section 3 requirement.
PDFOV-4025	**3.4.3.3.2.1 Slinging**					**4.4.3.3.2.1**

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PDFOV-4026	The JLTV shall be equipped with lifting provisions that meet the requirements of MIL-STD-913 for Helicopter Sling Lift (HSL).		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.1, to verify compliance with the Section 3 requirements.
PDFOV-1754	**3.4.3.4 Highway Transport**					**4.4.3.4**
PDFOV-1755	The JLTV and JLTV-T shall meet USA and NATO highway legal limits.		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.3 to verify compliance with the Section 3 requirements.
PDFOV-1756	**3.4.3.5 Rail Transport**					**4.4.3.5**
PDFOV-1757	The JLTV and JLTV-T shall be rail transportable IAW MIL-STD-1366. Preparation of the JLTV FoV for rail transport may include removal of antennas, securing canvas items, and folding mirrors.		X			Testing shall be conducted IAW TOP 1-2-501, to verify compliance with the Section 3 requirements.
PDFOV-4036	**3.4.3.5.1 Dimensional Requirements**					**4.4.3.5.1**
PDFOV-4038	The JLTV and JLTV-T shall meet the dimensional requirements of the Association of American Railroads (AAR) outline diagram when loaded on a 51 in (129.5 cm) deck-height railcar.		X			Testing shall be conducted IAW TOP 1-2-501, to verify compliance with the Section 3 requirements.
PDFOV-7614	The JLTV and JLTV-T shall meet the dimensional requirements of the Gabarit International de Chargement (GIC) gauge when placed on a 51.4 in (130.5 cm) high railcar.		X			Testing shall be conducted MIL-STD-1366, paragraphs 5.2.3.2, , 5.2.3.3, and Figure 6, to verify compliance with the Section 3 requirements.
PDFOV-4035	**3.4.3.5.2 Rail Impact**					**4.4.3.5.2**
PDFOV-7615	The JLTV at GVW shall withstand the rail impact test specified in MIL-STD-810.		X			Testing shall be conducted IAW TOP 1-2-501, to verify compliance with the Section 3 requirements.
PDFOV-4039	The JLTV at GCVW shall withstand the rail impact test specified in MIL-STD-810.		X			Testing shall be conducted IAW TOP 1-2-501, to verify compliance with the Section 3 requirements.
PDFOV-4040	The JLTV-T, with full payload, shall withstand the rail impact test specified in MIL-STD-810.		X			Testing shall be conducted IAW TOP 1-2-501, to verify compliance with the Section 3 requirements.
PDFOV-1758	**3.4.3.6 Sealift Transport**					**4.4.3.6**
PDFOV-4043	The JLTV and JLTV-T shall be transportable on all classes of ocean-going transport ships IAW MIL-STD-1366.		X			Testing shall be conducted IAW TOP 1-2-500, paragraphs 4.4 to verify compliance with Section 3 requirement. Testing may also consist of actual loading of vehicle onto the ship at one or more of the following locations: Blount Island, Norfolk Naval Station, NSWC Panama City.
PDFOV-8452	The JLTV shall be capable of entering and exiting the "58'-0 Platform" (78" high deck space) on the following Military Sealift Command ships: T-AK 3005, T-AK 3006, and T-AK 3007. Removal of the weapon, GPK, any shelter, and antennas is permitted to meet this requirement.		X			Testing shall be conducted IAW TOP 1-2-500, paragraphs 4.4 to verify compliance with Section 3 requirement. Testing may also consist of actual loading of vehicle onto the ship at one or more of the following locations: Blount Island, Norfolk Naval Station, NSWC Panama City.

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PDFOV-8453	The JLTV shall be capable of entering and exiting the A and G decks on the following Military Sealift Command ships: T-AK 3008, T-AK 3009, T-AK 3010, T-AK 3011, and T-AK 3012. Removal of the weapon, GPK, any shelter, and antennas is permitted to meet this requirement.		X			Testing shall be conducted IAW TOP 1-2-500, paragraphs 4.4 to verify compliance with Section 3 requirement. Testing may also consist of actual loading of vehicle onto the ship at one or more of the following locations: Blount Island, Norfolk Naval Station, NSWC Panama City.
PDFOV-4048	The JLTV shall meet sealift transport requirements coupled or un-coupled to the JLTV-T.		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.4, and 6.4. Testing may also consist of actual loading of vehicle onto ship at one or more of the following locations: Blount Island, Norfolk Naval Station, NSWC Panama City, to verify compliance with the Section 3 requirements.
PDFOV-3934	The JLTV and JLTV-T shall be transportable by Amphibious Ships, MPF, Afloat Pre-positioning Ship (APS) and Roll-On Roll-Off (RORO) ships as defined in MIL-STD-1366.		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.4, and 6.4. Testing may also consist of actual loading of vehicle onto ship at one or more of the following locations: Blount Island, Norfolk Naval Station, NSWC Panama City, to verify compliance with the Section 3 requirements.
PDFOV-1759	The JLTV FoV and companion trailers shall be transportable by Landing Craft Air-Cushioned (LCAC), Ship-to-Shore Connector (SSC), Joint High Speed Vessel (JHSV), Landing Craft Utility (LCU), Logistic Support Vehicle (LSV), and Improved Navy Lighterage System (INLS) IAW MIL-STD-1366.		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.4, and 6.4. Testing may also consist of actual loading of vehicle onto ship at one or more of the following locations: Blount Island, Norfolk Naval Station, NSWC Panama City, to verify compliance with the Section 3 requirements.
PDFOV-3389	The JLTV system shall be capable of withstanding external saltwater spray while on-board an LCAC during typical LCAC operations for periods up 60 minutes at a time, without essential function failure. (T)		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.4, and 6.4. Testing may also consist of actual loading of vehicle onto ship at one or more of the following locations: Blount Island, Norfolk Naval Station, NSWC Panama City, to verify compliance with the Section 3 requirements.
PDFOV-8117	The JLTV system shall be capable of withstanding external saltwater spray while on-board an LCAC during typical LCAC operations for periods up 120 minutes at a time, without essential function failure. (O)		X			Testing shall be conducted IAW TOP 1-2-500, paragraph 4.4, and 6.4. Testing may also consist of actual loading of vehicle onto ship at one or more of the following locations: Blount Island, Norfolk Naval Station, NSWC Panama City, to verify compliance with the Section 3 requirements.
PDFOV-7298	**3.4.3.7 Adjustable Height Suspension**					**4.4.3.7**
PDFOV-8454	The JLTV shall have only one operational ride height to meet all mobility and force protection requirements.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-8455	The JLTV shall have a driver/commander selectable transport mode in order to meet JLTV transportability requirements, labeled 'Transport' (if applicable).	X				Inspection shall be conducted IAW TOP 2-2-505 and MIL STD 1472 (to confirm adherence to driver/co-driver reach requirements) to verify compliance with Section 3 requirement.
PDFOV-8456	The JLTV may have a maintainer selectable administrative mode only for non-operational administrative pavement movement if the JLTV is able to reduce lower than the operational ride height in order to improve JLTV handling and/or fuel economy, labeled		X			Basic functional testing shall be peformed in accordance with TM to verify compliance with Section 3 requirement (i.e. switch to "administrative" mode and verify functionality of feature).

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	'Administrative'.					
PDFOV-8457	The JLTV administrative mode shall only be selectable via the DSDU while in the maintainer setting.		X			Testing shall be conducted with the DSDU to confirm actuation of adminstrative mode in the maintainer setting. Testing shall include attempts to select adminstrative mode in non-maintainer settings to verify compliance with Section 3 requirement.
PDFOV-8458	The JLTV shall have a physical means to lock out the adjustable height suspension system to be used by maintainers when servicing the underside of the vehicle.		X			Testing shall be performed to ensure that the vehicle will not decrease ride height under any conditions when the lockouts are engaged.
PDFOV-7302	The adjustable height suspension shall be raised to its highest position or lowered to its lowest position within two (2) minutes.		X			Testing shall be conducted on a vehicle at GVW, running at engine idle speed. A stopwatch shall be used to determine the time required. Time will start with the vehicle at the lowest position, and stop when vehicle reaches its highest position. Repeat test, time shall start for vehicle at its highest position, and stop when vehicle reaches its lowest position, within the timeframes specified, to verify compliance with Section 3 requirements.
PDFOV-7304	The activation mechanism for suspension height adjustment shall incorporate at least two distinct safety features that the driver or commander must overcome before adjustments can be made. In case of failure of one or more of these safety override features, suspension height adjustment shall be automatically disabled.		X			Testing shall be conducted IAW TOP 2-2-505, paragraph 4.1.2, 4.2, and 4.3 to verify that suspension height adjustment activation mechanism meets MIL STD-1472, paragraph 5.4.1.8.4 (d) to verify compliance with Section 3 requirement.
PDFOV-8459	The controls to activate the door assist mechanism shall meet the protection requirements of MIL-STD-1472 Section 5.4.1.8.4 method b, c, or d.		X			Testing shall be conducted IAW TOP 2-2-508 to verify compliance with Section 3 requirement.
PDFOV-7306	The suspension height selections shall be disabled while the JLTV and/or JLTV-T are in motion.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-7308	Indicator(s) shall be provided that visually informs the driver/commander of the current suspension height position, and that sends a notification if the suspension travel fails to reach the targeted height.	X	X			Inspected and Tested to verify compliance with Section 3 requirement. Testing shall be conducted IAW TOP 2-2-505 to verify compliance.
PDFOV-8583	**3.4.3.8 Suspension Aided Egress System**					**4.4.3.8**

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PDFOV-8584	The JLTV shall have a Suspension Aided Egress System (SAES) which uses the adjustable height suspension to provide an automatic self leveling capability for normal operations egress when the vehicle parking brake is engaged.		X			Testing shall be conducted by engaging JLTV parking brake and confirming activation of SAES, to verify compliance with Section 3 requirement.
PDFOV-8585	The JLTV doors, with and without B kit armor, without door assists shall be capable of being opened and closed by the small female while the vehicle is stopped on a 15 percent grade (9 degrees slope) (facing up and down) or 25 percent grade (14 degrees slope) side (facing in either direction) using the SAES.		X			Testing shall be conducted IAW MIL STD 1472 and TOP 2-2-508 to verify compliance to Section 3 requirement.
PDFOV-8586	On extreme slopes the SAES shall use the full articulation of the adjustable height suspension to provide the optimal self leveling capability possible by the JLTV.					The JLTV will be parked on a 40% grade at an angle to verify the SAES using a full articulation of the suspension available to compliance with Section 3 requirement.
PDFOV-8587	The SAES will adjust all required points simultaneously toward the level position.					The JLTV will be parked on a longitudinal slope of approximately 15% in each direction and lateral slope of approximately 25% in each direction and observed to verify compliance with Section 3 requirement.
PDFOV-8588	The SAES shall automatically disengage and return to the previous ride height when the vehicle parking brake is released.					The JLTV will be parked on a slope such that the SAES suspension has leveled the vehicle chassis followed by a drive -off event. The vehicle will be observed to verify compliance with Section 3 requirement.
PDFOV-8589	The SAES shall be able to be selectively disabled.	X				Inspection shall be conducted IAW TOP 2-2-505, as described in the JLTV technical manual, verify compliance with Section 3 requirement.
PDFOV-8590	The SAES will configure the system so that the step on the uphill side is no more than 18 in (46 cm) from the ground					The vehicle will be parked on a longitudinal slope of approximately 15% in each direction and lateral slope of approximately 25% in each direction and observed to verify compliance with Section 3 requirement.
PDFOV-1768	**3.4.3.9 Preparation Time.**					**4.4.3.9**
PDFOV-1769	The JLTV and JLTV-T shall be configured for embarkation on C-130 aircraft, MPF ships, and Rail in 30 minutes by two (2) persons. Reassembly after transport shall also be completed in 30 minutes by two (2) persons. Installation and removal of shelters, GPK, or rigging are not included in the preparation time.		X			Testing shall be conducted IAW MIL STD 1472 to verify compliance with Section 3 requirement.
PDFOV-8118	The JLTV and JLTV-T shall be configured for transport on C-130 aircraft, MPF ships, and Rail using only on-board Basic Issue Items (BII) - excluding removal and reinstallation of the GPK and shelters. Reassembly after transport shall also be completed using only on-board BII.		X			The JLTV transportability configuration preparation shall be conducted using only on-board Basic Issue Items (BII) IAW TOP 1-2-500 to verify compliance with Section 3 requirement.

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PDFOV-8119	All parts required to be removed from the JLTV and JLTV-T prior to transport on C-130 aircraft, MPF ships, and Rail shall be capable of being stowed on or in the vehicle during transport (excluding GPK and shelters).		X			During JLTV transportability configuration preparation, all items removed shall be stowed on the vehicle, IAW the TM, to verify compliance with Section 3 requirement.
PDFOV-1770	**3.4.4 Vehicle Electrical and Command, Control, Communications, Computers, Intelligence, Surveillance & Reconnaissance/ Electronic Warfare Systems**					**4.4.4**
PDFOV-7480	This section specifies integration of all of the vehicle electrical systems: Vetronics; Command, Control, Communications, Computers, Intelligence, Surveillance & Reconnaissance (C4ISR) and Electronic Warfare (EW) components; Power Generation and Distribution. The overall goal is to minimize the number of independent "Bolt On" components and to promote sharing of components and capabilities across multiple applications. The integrated design utilizes mature technologies to implement an open architecture that meets DoD Information Assurance (IA) requirements. Implementation of this concept is via an A Kit/B Kit electronics design: A-Kit electronics refers to the components which are "built-in" into the vehicle during vehicle production, B-Kit electronics refers to the components which are installed onto the vehicle at a later date and may be optional based on vehicle mission. To control cost, a Family of C4ISR/EW Architectures shall be developed consisting of a base architecture that is incrementally scalable to provide added capability levels to JLTV variant that require additional C4ISR/EW systems. The base architecture includes embedded driver's display and controls for vehicle processing, which include, but are not limited to: vetronics, diagnostics, and power management. Scalable increments add commander's and rear workstation/displays and controls, which add capabilities including, but not limited to: battle command applications, radio control, network management, and intercom connection. Overall areas of scalability may include: Displays, Computing Resources, Networking, Enclaves, Cross Domain					This is a definition and not verifiable separately.

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	Solutions, and Power Generation and Distribution.					
PDFOV-2166	**3.4.4.1 Expansion/ Growth**					**4.4.4.1**
PDFOV-2181	The JLTV shall be designed to allow C4ISR/EW A-Kit electronics, B-Kit electronics and GFE radios to be replaced with equipment of equivalent SWaPC. (T)	X				This event will entail visual inspection of both architectural diagrams and physical inspection of architecture applications on prototype that account for expansion to accommodate additional C4ISR/EW systems to meet future needs and evolving threats.
PDFOV-8461	The JLTV shall be designed to allow C4ISR/EW A-Kit electronics, B-Kit electronics and GFE radios to be replaced with 10% above equivalent SWaPC. (O)	X				This event will entail visual inspection of both architectural diagrams and physical inspection of architecture applications on prototype that account for expansion to accommodate additional C4ISR/EW systems to meet future needs and evolving threats.
PDFOV-7632	**3.4.4.2 Environmental Survivability and Reliability**					**4.4.4.2**
PDFOV-7634	All JLTV electrically powered equipment requiring 28 VDC power shall utilize the MIL-STD-1275 bus. This requirement excludes GFE equipment that has been identified to utilize the MIL-STD-704 (28 VDC) bus.	X				Inspection shall be conducted IAW TOP 2-2-505 to demonstrate that all contractor provided equipment requiring 28VDC power will be connected to the MIL-STD-1275 bus to verify compliance with Section 3 requirement.
PDFOV-2690	There shall be neither unacceptable response nor malfunction of any JLTV system or subsystem due to electromagnetic interference (EMI) produced by any or all of the JLTV systems and sub-systems.		X			Testing shall be conducted IAW TOP 06-2-542 to verify compliance with Section 3 requirement.

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PDFOV-7635	The JLTV shall comply with MIL-STD-464 section S5.2 Intra-system electromagnetic compatibility (EMC).		X			Testing shall be conducted IAW MIL-STD-464 to verify compliance with Section 3 requirement.
PDFOV-7636	The JLTV shall comply with MIL-STD-464 section S5.3 External RF EME (ground systems).		X			Testing shall be conducted IAW MIL-STD-464 to verify compliance with Section 3 requirement.
PDFOV-7637	The JLTV shall be IAW MIL-STD-464 section S5.4 Lightning - near strike Table 2B.		X			Testing shall be conducted IAW MIL-STD-464 to verify compliance with Section 3 requirement.
PDFOV-7638	The JLTV shall comply with MIL-STD-464 section S5.6 Subsystems and equipment EMI - S5.6.1 Non-developmental items (NDI) and commercial items.		X			Testing shall be conducted IAW MIL-STD-464 to verify compliance with Section 3 requirement.
PDFOV-7639	The JLTV shall comply with MIL-STD-464 section S5.7 Electrostatic charge control - S5.7.1 Vertical lift and S5.73 Ordnance sub-systems.		X			Testing shall be conducted IAW MIL-STD-464 to verify compliance with Section 3 requirement.
PDFOV-7640	The JLTV shall comply with MIL-STD-464 section S5.8 Electromagnetic radiation hazards (EMRADHAZ) - S5.81 HERP, S5.82 HERF, S5.83 HERO.		X			Testing shall be conducted IAW MIL-STD-464 to verify compliance with Section 3 requirement.
PDFOV-7641	The JLTV shall comply with MIL-STD-464 section S5.9 Life cycle, E3 hardness.		X			Testing shall be conducted IAW MIL-STD-464 to verify compliance with Section 3 requirement.
PDFOV-7642	The JLTV shall comply with MIL-STD-464 section S5.10 Electrical bonding (excluding plastic housing and enclosures).		X			Testing shall be conducted IAW MIL-STD-464 to verify compliance with Section 3 requirement.
PDFOV-7643	The JLTV shall comply with MIL-STD-464 section S5.12 TEMPEST.		X			Testing shall be conducted IAW MIL-STD-464 to verify compliance with Section 3 requirement.
PDFOV-7644	**3.4.4.2.1 Electrostatic Discharge**					**4.4.4.2.1**
PDFOV-7645	The JLTV subsystems shall be compliant to MIL-STD-1275 ESD.		X			Testing shall be conducted IAW MIL-STD-1275 to verify compliance with Section 3 requirement.
PDFOV-7646	The JLTV shall be compliant to SAE J551-15 Vehicle Electromagnetic Immunity-Electrostatic Discharge (ESD).		X			Testing shall be conducted IAW SAE J551-15 to verify compliance with Section 3 requirement.
PDFOV-2771	**3.4.4.2.2 Radiated Susceptibility**					**4.4.4.2.2**
PDFOV-2772	The JLTV including sub-systems shall meet the RS103 radiated susceptibility requirements of MIL-STD-461, Table VII, as specified for Army ground vehicles with the exceptions listed below, including the optional requirements.		X			Testing shall be conducted IAW MIL-STD-461 to verify compliance with Section 3 requirement.
PDFOV-2773	Frequencies and field strengths shall be 10 kHz to 2 MHz at 20 V/m.		X			Testing shall be conducted IAW MIL-STD-461 to verify compliance with Section 3 requirement.
PDFOV-2774	Frequencies and field strengths shall be 2 MHz to 40 GHz at 50 V/m.		X			Testing shall be conducted IAW MIL-STD-461 to verify compliance with Section 3 requirement.
PDFOV-2775	**3.4.4.2.3 Radiated Emissions**					**4.4.4.2.3**

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PDFOV-2776	The JLTV (including sub-systems) shall meet the Army Ground RE102 requirements for MIL-STD-461, for frequencies from 2 MHz to 20 GHz or 10 times the highest intentionally generated frequency of the JLTV.		X			Testing shall be conducted IAW MIL-STD-461 to verify compliance with Section 3 requirement.
PDFOV-2777	**3.4.4.2.4 Conducted Susceptibility**					**4.4.4.2.4**
PDFOV-2779	The JLTV systems and sub-systems shall meet the Conducted Susceptibility requirements of MIL-STD-461 (CS101, Figure CS101-1) via Signal or Power entry points of the JLTV.		X			Testing shall be conducted IAW MIL-STD-461 to verify compliance with Section 3 requirement.
PDFOV-2780	The JLTV including system and sub-system shall meet the Conducted Susceptibility requirements of MIL-STD-461 via Signal or Power entry points of the CS114, Figure CS114-1, Curve #3 from 10 kHz to 2 MHz, and curve #4 from 2 MHz to 400 MHz.		X			Testing shall be conducted IAW MIL-STD-461 to verify compliance with Section 3 requirement.
PDFOV-7647	The JLTV including system and sub-system shall meet the Conducted Susceptibility requirements of MIL-STD-461 via Signal or Power entry points of the CS116, Conducted susceptibility, damped sinusoid transients, cables and power leads, 10 kHz to 100 MHz.		X			Testing shall be conducted IAW MIL-STD-461 to verify compliance with Section 3 requirement.
PDFOV-2782	**3.4.4.2.5 Co-site Interference**					**4.4.4.2.5**
PDFOV-2784	The JLTV platforms shall mitigate co-site interference from multiple co-located antennas with simultaneous adjacent channel transmitting frequencies and harmonics.		X	X	X	Testing shall be performed on the JTLV requiring certified anechoic chambers for antennas and analysis shall use modeling and simulation (M&S) for recommended antenna placement on the JLTV platform, band pass/notch filters, active cosite devices, and/or spectrum/ frequency authorization. Test and Analysis shall be considered successful when JLTV co-site interference interactions are minimized by test results and M&S recommendations.
PDFOV-2727	**3.4.4.2.6 Grounding**					**4.4.4.2.6**
PDFOV-2729	The JLTV shall provide an electrical distribution subsystem and equipment bonding strategy that is compliant with the Electromagnetic Environment and Electrical Safety requirements in accordance with MIL-STD-464 section 5.11 -Bonding and designed with guidance from MIL-HDBK-1857.		X			Testing IAW MIL-STD-464 and MIL-HDBK-1857 to verify compliance with Section 3 requirement.
PDFOV-2731	The JLTV shall come equipped with a connection point to connect a ground rod for use while the vehicle is halted in accordance with MIL-HDBK-419 vol.2 section 1.11 Military Mobile Facilities and MIL HDBK 1857 section 3.2.7.		X			Testing IAW MIL-HDBK-419 vol.2 section 1.11 to verify compliance with Section 3 requirement.

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PDFOV-8460	The Export Power kit shall come equipped with a connection point to connect a ground rod for use while the vehicle is halted in accordance with MIL-HDBK-419 vol.2 section 1.11 Military Mobile Facilities and MIL HDBK 1857 section 3.2.7.		X			Testing IAW MIL-HDBK-419 vol.2 section 1.11 to verify compliance with Section 3 requirement.
PDFOV-2758	The ground rods shall be supported, for use while the JLTV is halted, to create a ground point(s) (for vehicle chassis and exportable power kit) for the vehicle IAW the requirements of CECOM TR 98-6.		X			Testing IAW CECOM TR 98-6 to verify compliance with Section 3 requirement.
PDFOV-7648	Hinges and slides shall not be relied upon as the sole means of grounding.	X				Inspection shall be conducted IAW TOP 2-2-505 to demonstrate that every component attached to the vehicle through slides or hinges also includes a separate means of grounding (e.g. ground strap) to verify compliance with Section 3 requirement.
PDFOV-7649	**3.4.4.2.7 Environmental and Design Reliability**					**4.4.4.2.7**
PDFOV-7650	The wiring distribution systems (harness, connectors, plugs, switching, bus bars, etc.) shall be protected to prevent fluid (fresh and salt water, etc.) damage from fording, condensation from HVAC system and environmental effects.	X	X			Inspection shall be conducted IAW TOP 2-2-505 following environmental tests (e.g. humidity, temperature extremes, salt spray/fog, power wash, and fording) to ensure no water intrusion is evident to verify compliance with Section 3 requirement.
PDFOV-7651	The wiring distribution systems (harness, connectors, plugs, switching, bus bars, etc.) subject to submersion shall meet IP67 for locations less than 1m of submersion and IP68 for locations greater than 3.3 ft (1 m).					
PDFOV-7652	The power distribution subsystems (harness, connectors, plugs, switching, bus bars, etc.) shall be protected against power wash/spraying to IP66.					
PDFOV-6576	All electrical/electronic components/devices shall be routed/installed to prevent fluid (fresh and salt water, etc.) damage from fording, condensation from HVAC system and environmental effects.	X				All harnesses will+G25 be visually inspected to confirm that they are routed to avoid water damage as stated in the requirement.
PDFOV-7653	All electrical/electronic components/devices subject to submersion shall meet IP67 for locations less than 1m of submersion and IP68 for locations greater than 3.3 ft (1 m).					
PDFOV-7654	All electrical/electronic components/devices shall be protected against power wash/spraying to IP66.					
PDFOV-1849	**3.4.4.2.7.1 Connectors, Harness and Routing**					**4.4.4.2.7.1**

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PDFOV-1855	All harnesses shall be protected from physical damage such as impact and abrasion as well as routed in a fashion that avoids contact/chafing with rough surfaces or sharp edges.	X	X			Inspection shall be conducted IAW TOP 2-2-505 to verify (periodically) that all harnesses are routed and secured to avoid damage to verify compliance with Section 3 requirement. Conformance will be evaluated through vehicle RAM testing.
PDFOV-1861	All electrical wiring, cables and harnesses shall comply with MIL-STD-681. Circuit Identification labeling are required for wiring classifed as System IV, and V.	X				Inspection shall verify all harnesses labeled IAW MIL-STD-681 System IV and V identification labeling requirements to verify compliance with Section 3 requirement.
PDFOV-7655	Identification shall include brief but intuitive description of wiring function and intended connection devices.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify all harness labels include a wiring function and intended connection device descriptions to verify compliance with Section 3 requirement.
PDFOV-7656	All receptacle connections shall be labeled with intended component connection identifiers.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify all receptacle connections are labeled with intended component connection identifiers to verify compliance with Section 3 requirement.
PDFOV-7657	Unused electrical connectors and receptacles shall include covers to prevent accidental contact and/or damage.	X				Inspection shall be conducted in IAW TOP 2-2-505 to demonstrate all unused external connectors and receptacles have covers to verify compliance with Section 3 requirement.
PDFOV-7658	Nearby electrical connectors shall include positive means (keying) to prevent the inadvertent reversing or mismatching connectors.		X			Testing shall verify that each electrical connector cannot be incorrectly plugged into any connectors that can be reached by the cable as installed to verify compliance with Section 3 requirement.
PDFOV-7659	All harnesses and connector wiring shall be strain relieved to prevent physical damage due to harness and connector movement.					
PDFOV-7660	All connectors shall utilize MIL grade connectors (power, signal, etc), unless approved through a waiver/deviation.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify connectors are MIL grade connectors, or other connectors which were approved through the waiver process to verify compliance with Section 3 requirement.
PDFOV-7661	**3.4.4.3 Base Vetronics System**					**4.4.4.3**
PDFOV-7662	As part of the base vehicle configuration the JLTV shall include a dedicated DSDU to support the driver's vehicle operational needs.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify that the JLTV has a integrated DSDU to verify compliance with Section 3 requirement.
PDFOV-7664	The DSDU shall be integrated within usable distance and not blocking any of the frontal transparent armor or other indicators and switches. (T)		X			Testing shall be conducted to verify that the DSDU's position from the driver does not block any of the windshield, indicators, or switches, and is within a usable distance to operate from the driver's position per MIL-STD-1472 to verify compliance with Section 3 requirement.

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PDFOV-7663	The DSDU shall be integrated into the JLTV instrument panel. (O)	X				Inspection shall be conducted IAW TOP 2-2-505 to verify that the DSDU is integrated into the JLTV Instrument Panel to verify compliance with Section 3 requirement.
PDFOV-7665	The DSDU shall be common across all JLTV configurations.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify that the DSDU in each JLTV utilizes common DSDU hardware to verify compliance with Section 3 requirement.
PDFOV-7666	**3.4.4.4 Scalable C4ISR/EW Solutions - Options**					**4.4.4.4**
PDFOV-7667	The CSDU, when equipped, shall be capable of being operated from the commander's location while all the situational awareness requirements are met (PDFOV-7753 and PDFOV-7805).		X			Testing shall be conducted to verify that the CSDU's position is compliant with reach requirements in MIL-STD-1472, while meeting these situational awareness requirements of PDFOV-7753 and PDFOV-7805.
PDFOV-7668	The ASDU, if equipped and ADU, if equipped shall be located near the rear seat occupant positions between 20 in (51 cm) and 25 in (64 cm) away from the operators face horizontally, no further than 21 in (53 cm) away laterally, and between 14 in (36 cm) to 25 in (64 cm) above the sitting surface.		X			Testing shall be conducted via measurement IAW MIL-STD-1472 to verify compliance with Section 3 requirement.
PDFOV-7669	The CSDU hardware shall be common across all JLTV configurations (if equipped).	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-7670	The JLTV which require enhanced computer processing (above what is included in the C4ISR/EW smart displays) shall include an EMCU.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-7671	**3.4.4.5 JLTV Configurations**					**4.4.4.5**
PDFOV-7672	The JLTV shall be capable of accepting the DSDU only configuration.					
PDFOV-7673	The CSDU and ASDU shall be capable of operating in Single or Multiple Security Enclave configurations.					
PDFOV-7674	The EMCU shall be capable of operating in Single or Multiple Security Enclave configurations, with or without an ADU.					
PDFOV-7677	**3.4.4.6 Cross Domain Access**					**4.4.4.6**
PDFOV-7678	The C4I display and processing assets (CSDU, ASDU, ADU-EMCU) shall provide an approved cross domain access solution kit to permit the display and control of different security enclave assets independently on the screens without any manual reconnection.					
PDFOV-7679	The JLTV shall be capable of concurrently displaying and controlling multiple security enclaves from the CSDU, ASDU, and ADU/EMCU, using a cross domain access solution. This capability is a scalable option, provided for JLTV mission variants					

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	as needed. (O)					
PDFOV-7680	The JLTV will be capable of passing data between different C4ISR/EW security enclaves using a cross domain transfer solution. This capability is a scalable option, provided for JLTV mission variants as needed.					
PDFOV-7681	**3.4.4.7 Data Distribution**					**4.4.4.7**
PDFOV-1797	**3.4.4.7.1 JLTV Data Bus Architecture Requirements**					**4.4.4.7.1**
PDFOV-7241	The JLTV Data Bus architecture shall include a C4ISR/EW Data Bus(es) and a Vehicle Sensor Data Bus(es).	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-7243	The C4ISR/EW Data Bus Local Area Network (LAN) shall be gigabit ethernet (IEEE 802.3z and IEEE 802.3ab standards).		X			Testing shall be conducted as a part of FBCB2 verification testing and data collection to verify compliance with Section 3 requirement.
PDFOV-7246	The JLTV shall be in compliance with all applicable DoD IPv6 policies and the DoD IPv6 Capable definitions as specified in the DoD CIO Memorandum, DoD Internet Protocol Version 6 (IPv6) Definitions, dated 26 June 2008.			X		Certification shall be provided to verify compliance with Section 3 requirement.
PDFOV-7247	The Vehicle Sensor Data Bus(es) shall be compliant with appropriate industry standards (e.g. SAE J1708, J1939, IEEE 1451, IEEE 802.3ab, IEEE 802.3z) in order to enable and facilitate the exchange and update of vehicle diagnostics data.			X		Certification shall be provided to verify compliance with Section 3 requirement.
PDFOV-7682	All device/sensor data from the Vehicle Sensor Data Buses shall be accessible (bi-directional) off-board via a single vehicle J1939 diagnostic connector (Maintenance Support Device (MSD) and Electronic Maintenance Support System (EMSS)) for diagnostics, vehicle health status and data transfer.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-7683	All device/sensor data from the Vehicle Sensor Data Bus(es) shall be accessible (bi-directional) on the DSDU without any manual reconnection.					
PDFOV-1832	**3.4.4.7.1.1 Growth**					**4.4.4.7.1.1**
PDFOV-1844	The C4ISR/EW bus routing/switching functionality shall provide a minimum one (1) spare ports per enclave (UNCLASSIFIED, SECRET, etc.) more than the maximum JLTV B-Kit electronics requirement to provide connections to additional routing/switching.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.

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PDFOV-7684	All Vehicle Sensor Data Bus(es) individually shall not exceed 75% maximum sustained utilization.		X		X	Testing shall collect CAN Bus utilization using a CAN Bus analyzer at 30 minute intervals. This collection should be done when the vehicle is in different modes (start up, idle, shut down, etc) to verify compliance with Section 3 requirement.
PDFOV-7685	No link on the C4ISR/EW Data Bus shall exceed 70% sustained link utilization, regardless of the installed B-Kit electronics.		X			Testing shall demonstrate that this requirement is met via one of the below methods. -Testers shall use the "show interface" (or equivalent) command while logged into the router and visually observe the utilization of the interfaces. This will be repeated at one minute intervals for the duration of the test. -Tester shall use the Network Management core service on the CSDU to observe the reported link utilization. This will be repeated at one minute intervals for the duration of the test.
PDFOV-1874	**3.4.4.7.1.2 Timing Latency and Jitter**					**4.4.4.7.1.2**
PDFOV-1876	The C4ISR/EW data bus timing distribution shall provide data exchange with latency no greater than that of the proper implementation and distribution of GPS timing and data IAW IS-GPS-154C and ICD-GPS-153C.		X			Test will entail instrumentation of the C4ISR/EW Data Bus to determine latency measurements to verify compliance with Section 3 requirement.
PDFOV-1878	The C4ISR/EW data bus timing distribution shall support data exchange with jitter no greater than that of the proper implementation and distribution of GPS timing and data IAW IS-GPS-154C and ICD-GPS-153C.		X			Test will entail instrumentation of the C4ISR/EW Data Bus to determine jitter measurements to verify compliance with Section 3 requirement.
PDFOV-1882	**3.4.4.7.1.3 Failsafe Mode**					**4.4.4.7.1.3**
PDFOV-1883	The electrical components that are controlled and/or configured from the JLTV data buses shall provide for failsafe operation (causing no personnel harm, eg. no unintended acceleration, no quit on road, and no operation without input) if any segment of the Vehicle Sensor Data Bus fails.		X			The test will entail the following sequence of events: Verification of system C4/EW functionality (baseline), arbitrary disconnection of primary data bus cable(s) in such a way as to prevent data from traversing this physical path and testing system functionality. Verification will be successful after system functionality has been verified after the interruption of the primary data bus, without operator intervention.
PDFOV-1782	**3.4.4.7.2 C4ISR/EW Data Bus Architecture Requirements**					**4.4.4.7.2**
PDFOV-1786	The C4ISR/EW architecture shall provide the ability to transfer data from onboard C4ISR/EW subsystems to networks external to the JLTV IAW Annex K of the JLTV ATPD.		X			Testing shall be conducted as a part of FBCB2 verification testing and data collection to verify compliance with Section 3 requirement.

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PDFOV-6860	The systems, sub-systems, and components that make up the C4ISR/EW architecture shall have the capability to restart without operator/maintainer intervention following the abrupt loss of power due to operator command or system failure.		X			Testing shall entail the following sequence of events: system functionality check (baseline), abrupt loss of power, re-power and system functionality check to verify compliance with Section 3 requirement.
PDFOV-1821	The C4ISR/EW vehicle routing/switching functionality shall be configured and monitored from the CSDU, ASDU and ADU.		X			Testing shall be conducted by making configuration changes (from CSDU, ASDU and ADU) to an existing configuration, importing and exporting configurations, displaying the status of the router and/or switch to verify compliance with Section 3 requirement.
PDFOV-7686	The JLTV shall have an external signal entry point connection that is rated to IP66 if above the fording line and rated to IP66/IP67 if below the fording line and is accessible near the rear of the vehicle (rear seat occupant compartment wall) for each C4ISR/EW data bus network enclave and include a means to disable the port from inside the vehicle.					
PDFOV-1981	**3.4.4.8 Security and Information Assurance**					**4.4.4.8**
PDFOV-8462	All accounts will support individual accountability and role based access control. For each role, the account will be granted the most restrictive set of privileges that still allow the user to perform authorized tasks. Common roles include: User - User is the default mode of operation for all systems. The user role will not be permitted to make changes that affect the overall security or stability of the system. The user may have read-only access to status and diagnostic information for systems and applications; the user may also be granted read and write access to data files as required. Maintainer - The maintainer role will be granted access to functions necessary to diagnose and support system operation. Examples of maintainer functions include access to audit, configurations and application logs; and manage software updates. Accounts used for audit log management will not be used for other activities. Administrator - The administrator will be granted full root level					This is a definition and not verifiable separately.

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	access to the system, including the ability to create and delete accounts. Activities of the administrator will be logged for audit review. Additional roles may be necessary if they are justified in supporting separation of duties and do not increase the administrative and maintenance burden.					
PDFOV-8463	The JLTV smart displays (CSDU, ASDU) and EMCU shall incorporate an external dual action zeroize switch that clears the memory and renders the device not usable until being reimaged.		X			Testing shall require disk duplicator and master image of CSDU, ASDU, and EMCU. Testing shall demonstrate the JLTV CSDU, ASDU, and EMCU are zeroized by activation of the dual-action switch. CSDU, ASDU, and EMCU will be inoperable until reloading from master image to verify compliance with Section 3 requirement. Testing shall be conducted IAW TOP 2-2-508 section 4.12.2 and MIL-STD 1472 Section 5.4.1.8.4 b, c or d to verify compliance with Section 3 requirement.

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PDFOV-8464	Open Standards: In order to ensure compatibility and interoperability across the current and future military equipment portfolio, the JLTV requires adherence to established industry standards. Various national and international standards bodies, such as the Society for Automotive Engineers (SAE), American National Standards Institute (ANSI), International Organization for Standardization (ISO), Institute of Electrical and Electronics Engineers (IEEE), Internet Engineering Task Force (IETF), and International Telecommunication Union-Telecommunication Standardization Sector (ITU-T), develop a variety of protocol and service specifications that are similar to requirements defined here. National and international groups also publish "implementers' agreements" capturing a body of implementation-specific detail concerned with the practical application of their standards. All of these are considered to be "open external standards" for the purposes of the JLTV requirements definition.					This is a definition and not verifiable separately.
PDFOV-7687	**3.4.4.8.1 Physical Security**					**4.4.4.8.1**
PDFOV-7688	All Controlled Cryptographic Items (CCI) shall have a means of being physically locked in its mounted position.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify physical security measures to protect all CCI items and items containing CCI IAW DA PAM 25-380-2 to verify compliance with Section 3 requirement.
PDFOV-8591	All CCI shall be removable when unlocked.		X			Testing shall be conducted by removing the CCI when unlocked to verify compliance with Section 3 requirement.
PDFOV-1998	**3.4.4.8.2 Classification**					**4.4.4.8.2**
PDFOV-1999	The C4ISR/EW architecture shall be capable of processing the following type of data: Unclassified, Secret, and NATO Secret.			X		Certification shall be provided to verify compliance with Section 3 requirement.
PDFOV-1982	**3.4.4.8.3 Information Assurance Capabilities**					**4.4.4.8.3**
PDFOV-1984	The JLTV shall be certified and accredited IAW processes described in DoDD 8500.01, DoDI 8500.2 and DoDI 8510.01.			X		Accreditation (certification) by the Designated Approving Authority (DAA) (unclassified and US Secret) and the United States Central Registry (NATO Secret) shall demonstrate compliance with Section 3 requirement.

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PDFOV-1988	There shall be no connection of any device to multiple data busses with different security requirements that has not been accredited as a Cross Domain Solution (CDS) on the Unified Cross Domain Management Office's Baseline List.			X		Certification shall demonstrate equipment that is connected to multiple security domains is approved to connect and operate in the manner in which it is employed to verify compliance with Section 3 requirement. Certification will be obtained by submitting the CDS for Certification Test and Evaluation conducted by the National Security Agency or trusted agent designated by the National Security Agency to perform such testing on their behalf, to include CT&E SR 9 Penetration Testing.
PDFOV-1997	**3.4.4.8.4 Information Description**					**4.4.4.8.4**
PDFOV-2007	The C4ISR/EW architecture shall include tamper protection measures as required by the applicable Federal Information Processing Standards (FIPS) 140-2 or National Security Agency approved methods as defined in the Unified INFOSEC Criteria (UIC).		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-2042	**3.4.4.8.5 Management of System Security policies**					**4.4.4.8.5**
PDFOV-2043	The C4ISR/EW architecture shall include a single interface to manage the system security policies implemented for all IT devices per enclave. Management includes controlling power state of device, definition and rules updates, log transfer and other actions that control the operation of the device or its output.		X			Testing shall be conducted to verify the ability to manage system security policies, rules, updates, and log archival for all IT devices from a single interface per enclave to verify compliance with Section 3 requirement.
PDFOV-2060	**3.4.4.8.6 End Crypto Unit Management**					**4.4.4.8.6**
PDFOV-2065	The C4ISR/EW architecture shall not require handling as CCI when un-keyed.	X				Inspection shall be conducted IAW TOP 2-2-505 to demonstrate that are no items marked as CCI in the architecture to verify compliance with Section 3 requirement.
PDFOV-2080	The JLTV crew shall have the capability to zeroize Red and Black keys on each filled device.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-2083	**3.4.4.8.6.1 Key Management**					**4.4.4.8.6.1**
PDFOV-2107	All Contractor Furnished Equipment (CFE) C4ISR/EW devices that require key loading shall implement Electronic Key Management System (EKMS) Simple Key Loading, AN/CYZ-10 devices or newly approved KMI key loading specifications.		X		X	Testing shall demonstrate CFE demonstrates compatibility with EKMS, Simple Key Loader, AN/CYZ-10 devices, or KMI key loading specifications to verify compliance with Section 3 requirement. The Government analysis shall be conducted by Government C4I SME organization using contractor furnished data/analysis.

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PDFOV-2115	All CFE C4ISR/EW devices that require key loading shall implement EKMS defined: Key Update, Key Rollover, Over-The-Air-Functions (OTAF) (Over-the-Air-Rekeying (OTAR), Over-the-Air-Key-Transfer (OTAT), Over-the-Air-Key Distribution (OTAD), Over-The-Air-Zeroize (OTAZ)), Compromise, Recovery, and Zeroize.		X			Testing shall be conducted to verify CFE for cyrptographic key management to verify compliance with Section 3 requirement.
PDFOV-7689	**3.4.4.9 Vehicle Command and Control Systems - Display and Onboard Computing Resources**					**4.4.4.9**
PDFOV-7691	The JLTV display and processing subsystem solutions will consist of a combination of the following: DSDU - shared display and processing unit; CSDU - shared display and processing unit; ASDU - shared display and processing unit; ADU(s) - display only and uses external central vehicle computer system for processing - EMCU; EMCU - dedicated expandable computer processing for specialized applications.					This is a definition and not verifiable separately.
PDFOV-1912	**3.4.4.9.1 Common Display Requirements**					**4.4.4.9.1**
PDFOV-4010	The native resolution of the image area shall be no less than 1024 x 768 pixels, standard eXtended Graphics Array (XGA) for displays up to 12.1 in (30.7 cm).		X			Testing shall be conducted by running multiple inputs and applications with no perceived visual degradation to verify compliance with Section 3 requirement.
PDFOV-7692	The JLTV displays greater than 12.1 in (30.7 cm) shall provide resolution greater than 1024 x 768 pixels.		X			Testing shall be conducted IAW MIL-STD-1472 paragraph 5.2 to verify compliance with Section 3 requirement.
PDFOV-1924	The JLTV displays shall be viewable through Night Vision Goggles (NVG) such that a wavelength restriction for the total energy above 700 nanometer (nm) is no more than 0.5% of the total energy between 350 nm and 930 nm.	X				The displays will be inspected for conformance to the section 3 requirement.
PDFOV-7693	The JLTV displays shall be viewable through NVG such wavelength restriction for the 0.5% cutoff shall be as close to 600 nm as possible.					
PDFOV-7694	The viewing angle shall be at least 140 degrees when viewed from the center of the display, for both the horizontal and vertical axes.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-7695	There shall be no contrast or color or grey reversal within the viewing angle cone.		X			Testing shall be conducted to verify compliance with Section 3 requirement.

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PDFOV-7696	The JLTV displays white-to-black contrast ratio for a dark ambient light environment (< 0.1 foot-lamberts (fL)) shall have a minimum contrast ratio of 400:1.					
PDFOV-7697	The JLTV displays white-to-black contrast ratio for a high ambient light environment (5000 fC and reflected specular image of a 2000 fL glare source) shall have a minimum contrast ratio of 4:1.					
PDFOV-7698	The JLTV displays shall provide a minimum of six, √2 grey shades, and have a High Ambient Contrast Ratio (HACR) of at Least 5.66:1 as per Table II of MIL-L-85762 under the following simultaneous worst case ambient conditions: a. Diffuse measurement illuminance source of 5,000 fC (53,821 lux) b. Specular measurement luminance source of 1000 fL (3,426cd/m2)					
PDFOV-1928	The JLTV displays shall include adjustable contrast and brightness controls.	X				Inspection shall be conducted IAW TOP 2-2-505 by visual inspection to verify compliance with Section 3 requirement.
PDFOV-1930	The JLTV displays shall include vertical and horizontal image adjustment controls.	X				Inspection shall be conducted IAW TOP 2-2-505 by visual inspection to verify compliance with Section 3 requirement.
PDFOV-1934	The JLTV displays (for both analog and digital signals) shall include the power indicator, and a front panel indicator or pop-up message to indicate "sync operation" or no video signal.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-7231	The JLTV displays shall include the capability of reducing the display brightness to a level that is sufficient to not be detected by unaided human eyes at ranges greater than 0.03 mi (50 m) or by NVG (AN/PVS-7 & AN/PVS-14) at ranges greater than 0.3 mi (500 m) from the host vehicle under clear atmospheric conditions and starlight. All JLTV displays, indicators, and lighted buttons dim to the above levels when blackout mode is enabled.		X			Testing shall be conducted IAW TOP 2-2-615 to verify compliance with Section 3 requirement.
PDFOV-1940	The JLTV displays luminance shall be dimmable to 0.05 fL or less. Light security filter is permissible.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-6862	The JLTV displays shall permit viewing under blue and red lighting.		X			Testing shall be conducted to monitor under blue and red lighting conditions confirming viewability to verify compliance with Section 3 requirement.
PDFOV-6743	**3.4.4.9.1.1 Controls**					**4.4.4.9.1.1**

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PDFOV-1914	The JLTV displays shall include a touch screen and buttons around the perimeter of the display as Human Machine Interfaces (HMI) for manipulation of displayed object.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-7699	The JLTV display's HMI shall be operable in MOPP IV and cold weather gear.		X			Testing shall be conducted to include using Army/USMC issued MOPP equipment and cold weather gear to ensure the displays can be manipulated under these conditions to verify compliance with Section 3 requirement.
PDFOV-8319	The JLTV shall provide for a C2 workstation environment that facilitates efficient operator use while the vehicle is underway, minimizing workstation induced dizziness and motion sickness.					
PDFOV-1941	**3.4.4.9.1.2 The Display Interfaces**					**4.4.4.9.1.2**
PDFOV-1943	The CSDU, ASDU, and ADU Interface electronics shall have the ability to auto sync display analog and digital data and video signals fed from C4ISR/EW Data Bus and direct interface sources.		X			Testing shall be conducted using external and onboard video sources interfaced to the displays to verify compliance with Section 3 requirement.
PDFOV-1945	Displays shall have the ability to display static and live National Television Systems Committee (NTSC) interlaced motion video information with no perceivable flicker.		X			Testing shall be conducted thru visual observation of NTSC static and live signals fed into the display to verify compliance with Section 3 requirement.
PDFOV-1947	Displays shall have the ability to display dynamic analog and digital data signals with no perceivable flicker.		X			Testing shall be conducted thru visual observation of dynamic digital and analog signals fed into the display to verify compliance with Section 3 requirement.
PDFOV-1949	The JLTV display interface electronics shall have the ability to display full motion video information.		X			Testing shall be conducted to verify the CSDU, ASDU, and ADU displays support the playback of full motion video from a AVI and MPEG format and external video input source with full motion video to verify compliance with Section 3 requirement.
PDFOV-1955	The JLTV display shall have the ability to automatically display formats greater or less than the screen's native grid size, scaled to match the screen's parameters.		X			Testing shall be conducted using external video sources that are less than and greater than the native screen resolution to verify compliance with Section 3 requirement.
PDFOV-1957	The JLTV display interface electronics shall have the ability to display, at a minimum, 24 bit color depth at the native resolution of the screen.		X			Testing shall be conducted using the display setting from the video source (adjust screen color bit depth) to verify compliance with Section 3 requirement.
PDFOV-7700	**3.4.4.9.1.3 DSDU**					**4.4.4.9.1.3**
PDFOV-7701	The DSDU shall provide an active viewing area, measured diagonally greater than 8 in (20 cm).		X			Testing shall be conducted through measurement of the active viewing area to verify compliance with Section 3 requirement.
PDFOV-7702	The DSDU shall be a combined display and processor unit.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.

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PDFOV-7703	The DSDU shall be operated without the use of an external hardware keyboard, except for maintenance.		X			Testing shall demonstrate user functionality of the DSDU without use of an external keyboard to verify compliance with Section 3 requirement.
PDFOV-7705	**3.4.4.9.1.3.1 Security and Enclave Classification**					**4.4.4.9.1.3.1**
PDFOV-8465	The DSDU shall not require an operator log-in for user mode operation.	X				Inspection shall be conducted IAW TOP 2-2-505 to demonstrate user functionality of the DSDU without requiring credentials from the operator to verify compliance with Section 3 requirement.
PDFOV-7707	The DSDU shall not be connected to the C4ISR/EW Data Bus to maintain physical separation.	X				Inspection shall be conducted IAW TOP 2-2-505 to demonstrate the JLTV electronics data enclave is separated to prevent data transmission to or from the C4I enclave to verify compliance with Section 3 requirement.
PDFOV-7708	The classification state of the DSDU shall be unclassified.	X				Inspection shall verify through visual examination of the DSDU hardware and data bus that it connects to only unclassified devices to verify compliance with Section 3 requirement.
PDFOV-7709	The DSDU shall require authentication prior to data transfers to or from the DSDU.					
PDFOV-7712	**3.4.4.9.1.3.2 Functionality and Application Hosting**					**4.4.4.9.1.3.2**
PDFOV-7710	The DSDU shall include roles based access and incorporate least privilege access control.					
PDFOV-7713	The DSDU's primary function is to support the operational needs of the JLTV driver.					This is a definition and not verifiable separately.
PDFOV-7714	The JLTV shall be able to continue operation (basic vehicle operations - starting, accelerating, steering, braking and other critical functions as identified in the FDSC) in the event that a DSDU fails.		X			Testing shall verify the basic vehicle mobility functions can be performed without a DSDU connected to verify compliance with Section 3 requirement.
PDFOV-7715	The DSDU hardware shall be capable of running approved Microsoft Windows and Linux operating systems and applications (if required).		X			Testing shall demonstrate the DSDU hardware supports Microsoft Windows and Linux operating systems by loading both operating systems and applications to verify compliance with Section 3 requirement.
PDFOV-7716	From JLTV start/ignition on or accessory power on, the DSDU shall automatically startup in less than 30 seconds. The conclusion of startup occurs when the user is able to interact with DSDU full functionality.		X			Testing shall verify through stop watch measurement (multiple times) from DSDU power on / vehicle start to full functionality to verify compliance with Section 3 requirement.
PDFOV-7717	The DSDU shall host and display the Health Management System software application.		X			Testing shall verify the DSDU allows interaction with the full functionality of the Health Management System software application to verify compliance with Section 3 requirement.

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PDFOV-7718	The DSDU shall be able to concurrently execute/run all functionalities specified in this section.		X			Testing shall be conducted as a part of the DSDU functionality verification that if it crashes or fails to operate it shall be consider a failure to verify compliance with Section 3 requirement.
PDFOV-7720	The DSDU shall provide a graceful power down/up (i.e. no errors/file corruptions) during rapid ignition run/start/off cycling and abrupt power loss.		X			Testing shall demonstrate there is no loss of integrity of the system or data when the DSDU is tested through multiple external power cycles and abrupt power loss at various operational states (during boot, operation, application launch, shut-down) to verify compliance with Section 3 requirement.
PDFOV-7721	The DSDU shall enable the display and control of power and mobility functions, including, but not limited to: power management, tire pressure, lighting, suspension.		X			Testing shall verify the DSDU displays and controls mobility functions as intended to verify compliance with Section 3 requirement.
PDFOV-8466	The DSDU shall provide operator Electronic TM (ETM) that are electronically text searchable. (T)		X			Testing shall verify that ETM is text searchable to verify compliance with Section 3 requirement.
PDFOV-7723	The DSDU shall host JLTV unclassified Interactive ETM (IETM). (O)		X			Testing shall demonstrate the JLTV vetronics data is transmitted to and from MSD and EMSS to verify compliance with Section 3 requirement.
PDFOV-7724	The DSDU shall enable transfer of CBM and bulk data to the at-platform maintenance devices (MSD and EMSS).		X			Testing shall demonstrate the JLTV CBM and bulk transfer vetronics data is imported into MSD and EMSS from the DSDU to verify compliance with Section 3 requirement.
PDFOV-7725	The DSDU shall be software upgradable without removing the display.		X			Testing shall verify the JLTV DSDU software is successfully upgraded without removing the DSDU from its installed location to verify compliance with Section 3 requirement.
PDFOV-7726	The DSDU shall interoperate with MSD and EMSS diagnostic tools.		X			Testing shall demonstrate the JLTV vetronics data is transmitted to and from MSD and EMSS to verify compliance with Section 3 requirement.
PDFOV-8467	The DSDU shall be able to display the temperature of the external environment in both Celsius and Fahrenheit.		X			Testing shall verify the JLTV DSDU displays the current temperature outside the cabin throughout the operational temperature range to verify compliance with Section 3 requirement.
PDFOV-7727	**3.4.4.9.1.3.3 Hardware and Interfaces**					**4.4.4.9.1.3.3**
PDFOV-7728	The DSDU shall provide a minimum of one (1) J1939/CAN interface(s).	X				Inspection shall be conducted IAW TOP 2-2-505 to verify through visual examination of the DSDU hardware that it provides a J1939/CAN bus interface to verify compliance with Section 3 requirement.
PDFOV-7729	The DSDU shall provide a minimum of two (2) IEEE 802.3 compliant Gigabit Ethernet Interfaces.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify through visual examination of the DSDU hardware I/O that it has a minimum of two (2) Ethernet interfaces to verify compliance with Section 3 requirement.

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PDFOV-7829	The DSDU shall provide one (1) easily accessible, hard mounted and environmentally protected Ethernet port to provide high capacity transfer of stored CBM data from the DSDU to the MSD and EMSS.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify through visual examination of the DSDU hardware I/O that it provides one (1) Ethernet interfaces IAW MIL-STD-1472 to verify compliance with Section 3 requirement.
PDFOV-7731	The DSDU shall provide a minimum of two (2) Universal Serial Bus (USB) interfaces in locations accessible to the operator without requiring display removal.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify through visual examination of the DSDU hardware I/O that it has a minimum of two (2) USB interfaces to verify compliance with Section 3 requirement.
PDFOV-7732	The DSDU shall provide an upgradeable solid state hard drive/storage with memory cell wear leveling capabilities that is sufficient to run all operating systems, applications, and provide a minimum of 20GB of CBM data storage.	X			X	Inspection shall be conducted IAW TOP 2-2-505 to verify through inspection of the DSDU hardware that it has a minimum of 20GB of CBM data storage available and contractor analysis/data shall demonstrate wear leveling capabilities to verify compliance with Section 3 requirement.
PDFOV-7734	**3.4.4.9.1.3.4 Growth and Expansion**					**4.4.4.9.1.3.4**
PDFOV-7735	To permit future growth the DSDU processor(s) shall not exceed 50% maximum sustained utilization (typical running configuration).		X			Testing shall demonstrate processor performance (supported by physical and processor benchmark testing) to verify compliance with Section 3 requirement.
PDFOV-7736	To permit future growth the DSDU processor RAM shall not exceed 50% sustained utilization (typical running configuration).		X			Testing shall demonstrate ram utilization (supported by physical and processor memory benchmark testing) to verify compliance with Section 3 requirement.
PDFOV-8468	**3.4.4.9.1.3.5 Health Management System**					**4.4.4.9.1.3.5**
PDFOV-8469	A Health Management System (HMS) software application will be used to provide a user interface to the vehicle health. The HMS provides the user diagnostics, fault notifications, CBM data storage, and vehicle configuration data.					
PDFOV-8470	The HMS shall provide a view of major subsystem health with the ability to select any subsystem to reveal more detail on component fault codes, and display a readable description of the fault condition and impact to vehicle performance.					
PDFOV-8471	The HMS shall provide a reference to the relevant section of the ETM in the fault code detail description.					
PDFOV-8472	The HMS shall provide a method for the operator to enter information/notes about vehicle issues/concerns, which can be accessed by maintainers to assist troubleshooting.					
PDFOV-8473	**3.4.4.9.1.3.5.1 Notifications**					**4.4.4.9.1.3.5.1**

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PDFOV-8474	**3.4.4.9.1.3.5.1.1 CBM Data Storage**					**4.4.4.9.1.3.5.1.1**
PDFOV-8475	All CBM data shall be capable of storage for a minimum of 96 engine hours without overwrite or data loss. Once the data storage capacity is reached, unprocessed data should be overwritten on a First In First Out (FIFO) basis.		X			Testing shall verify through the examination of the CBM data record time stamps that a vehicle with more than 96 hours of engine runtime has a minimum of 96 hours of CBM data to verify compliance with Section 3 requirement.
PDFOV-8476	The CBM data shall use ABCD format for bulk data transfers to at-platform diagnostic devices (MSD and EMSS).		X			Testing shall verify the transfer of CBM data to MSD and EMSS to verify compliance with Section 3 requirement.
PDFOV-8477	**3.4.4.9.1.3.5.1.2 Vehicle Embedded Diagnostics Software**					**4.4.4.9.1.3.5.1.2**
PDFOV-8478	The DSDU embedded diagnostic software shall detect faults by utilizing information from any existing embedded diagnostic capabilities included in the subsystems, components, and modules resident on the vehicle.					
PDFOV-8479	The JLTV embedded diagnostic software shall automatically isolate faults to a single component /Line Replaceable Unit (LRU) /Line Replaceable Module (LRM) and its associated wiring.					
PDFOV-8480	The DSDU embedded diagnostic software false alarm occurrences shall be less than one (1)% of failure notifications.					
PDFOV-7737	**3.4.4.9.2 CSDU**					**4.4.4.9.2**
PDFOV-4009	The CSDU shall provide an active viewing area, measured diagonally of at least 12 in (30.5 cm).		X			Testing shall be conducted by measuring the active viewing area to verify compliance with Section 3 requirement.
PDFOV-7738	The CSDU shall be a combined display and processor unit.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-7739	The CSDU shall utilize its touch screen, stylus, bezel buttons, and keyboard (virtual and physical) as the HMI.		X			Testing shall demonstrate that the HMI supports the specified functionality to verify compliance with Section 3 requirement.
PDFOV-7741	**3.4.4.9.2.1 Security and Enclave Classification**					**4.4.4.9.2.1**
PDFOV-7742	The CSDU common hardware shall be software configurable (re-image) to support UNCLASSIFIED, SECRET, or BOTH SECRET/UNCLASSIFIED security enclaves depending on mission role.		X			Testing shall be conducted by removing the CSDU from the vehicle bus and re-imaging to a different security enclave configuration to verify compliance with Section 3 requirement. Re-image back to original security enclave configuration before connecting to the bus.
PDFOV-7745	**3.4.4.9.2.2 Functionality and Application Hosting**					**4.4.4.9.2.2**
PDFOV-7747	The CSDU usability startup time (user can interact with full functionality of the display i.e. launch FBCB2) shall be less than 2 minutes from power on.		X			Testing shall be conducted through stop watch measurement (multiple times) from CSDU power on to FBCB2 launch to verify compliance with Section 3 requirement.

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PDFOV-7748	The CSDU shall host and be able to display the approved Windows and Linux operating systems and GFE applications.		X			Testing shall demonstrate the CSDU hardware supports Microsoft Windows and Linux operating systems by loading both operating systems and applications to verify compliance with Section 3 requirement.
PDFOV-7749	The CSDU shall host and be able to display all Core Services and a single Primary Application (as defined below) concurrently.		X			Testing shall be conducted by starting a single primary application and all Core Services as listed below to verify compliance with Section 3 requirement.
PDFOV-7750	The CSDU shall host and be able to display and control the intercom (Core Service).		X			Testing shall be conducted by starting the intercom service; and displaying and controlling (reconfigure communication presets, channels, status, etc.) intercom parameters to verify compliance with Section 3 requirement.
PDFOV-7751	The CSDU shall host and be able to display and control the military radio remote control to include all radio parameters similar to the front panel operations of the equipment (Core Service).		X			Testing shall be conducted by starting the military radio remote control; and displaying and controlling (reconfigure communication presets, channels, status, etc.) military radio remote control parameters to verify compliance with Section 3 requirement.
PDFOV-7752	The CSDU shall host and be able to display and control the EW system (if GFE is capable) (Core Service).		X			Testing shall be conducted by starting the electronic warfare system; and displaying and controlling (mission threat load, status, etc.) electronic warfare parameters to verify compliance with Section 3 requirement.
PDFOV-7753	The CSDU shall host and be able to display the situational awareness (SA) video feeds eg. redundant Driver Vision Enhancer (DVE), external cameras, RWS, TOW-ITAS/Long Range Advanced Scout Surveillance System (LRAS), etc. (Core Service).		X			Testing shall be conducted by starting the DVE, external cameras, CROWS, ITAS/TOW/LRAS, etc. and displaying each on the CSDU to verify compliance with Section 3 requirement.
PDFOV-7754	The CSDU shall integrate, display, and control the network device(s) in the C4ISR enclave. The CSDU will serve as the interface for management, maintenance, and control the enclave network equipment (Core Service).		X			Testing shall be conducted by starting the network management on the CSDU; and displaying and controlling (edit, configure parameters) enclave network equipment to verify compliance with Section 3 requirement.
PDFOV-7755	The CSDU shall host and be able to display the CBRN sensors data (Core Service).		X			Testing shall be conducted by accessing the CBRNE sensor data on the CSDU to verify compliance with Section 3 requirement.
PDFOV-7756	The CSDU shall integrate Virtual Network Computer (VNC) like display sharing and control (view and hosting) of other C4I display and processing assets (ASDU, EMCU, ADU) within the same security domain/enclave (Core Service).		X			Testing shall be conducted by demonstrating that other display/computer assets can share application control and display (e.g. verify that the ASDU or ADU can interact with the CSDU's FBCB2 session) to verify compliance with Section 3 requirement.
PDFOV-7757	The CSDU shall be able to integrate virtualized operating systems (Virtual Machines) for both Microsoft Windows and Linux or as specified by application ICD (Core Service).		X			Testing shall be conducted by implementing the contractor provided procedure in the TM to verify compliance with Section 3 requirement.

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PDFOV-7758	The CSDU shall provide the up/down status and all available diagnostic status of all the components that comprise the C4ISR/EW subsystem to the user (Core Service). (T)		X			Testing shall demonstrate the specified functionality is present on the CSDU to verify compliance with Section 3 requirement.
PDFOV-8592	The CSDU shall provide the status of the application, component statistics, network statistics, and other available statistics (Core Service). (O)		X			Testing shall demonstrate the specified functionality is present on the CSDU to verify compliance with Section 3 requirement.
PDFOV-7759	The CSDU shall integrate a Cross Domain Solution kit to provide data access and transfer across security domains, when equipped (Core Service).		X			Testing shall be conducted to demonstrate that authorized multi-enclave data can be accessed and transferred (per the installed kit) to verify compliance with Section 3 requirement.
PDFOV-7760	The CSDU shall be able to integrate, display, and control mobile shot detection system(s) (Core Service).					
PDFOV-7761	The CSDU shall host and be able to display the Light Vehicle Obscuration Smoke System (LVOSS) status (Core Service).		X			Testing shall be conducted by demonstrating that the LVOSS status (system readiness) is accessible through the CSDU to verify compliance with Section 3 requirement.
PDFOV-2341	**3.4.4.9.2.2.1 Joint Capabilities Release and Joint Battle Command - Platform**					**4.4.4.9.2.2.1**
PDFOV-8593	The CSDU shall host and integrate the Joint Capabilities Release (JCR) system and Joint Battle Command - Platform (JBC-P), but not concurrently (Primary Application).		X			Testing shall verify that the JCR application is hosted and performs basic functions on the CSDU to verify compliance with Section 3 requirement.
PDFOV-8594	The CSDU shall transmit/receive JCR and JBC-P data via EPLRS and L-Band for classified and unclassified data.		X			Testing shall demonstrate that JCR and JBC-P can communicate and transfer data to another JCR/JBC-P base/setup to verify compliance with Section 3 requirement.
PDFOV-7762	The CSDU shall be reconfigurable without reimaging for different JCR and JBC-P configurations e.g. FBCB2/JBC-P L-Band or FBCB2/JBC-P EPLRS or FBCB2/JBC-P L-Band with KGV-72 or MTS-ES/LOG L-Band.		X			Testing shall be conducted by demonstrating that the CSDU can be reconfigured (per specified configurations) and radio communication established to verify compliance with Section 3 requirement.
PDFOV-8481	If GPS information is available, the CSDU shall be able to display the vehicle's heading in mils (milli-radians) and degrees.		X			Testing shall demonstrate that the CSDU has a compass function to verify compliance with Section 3 requirement.
PDFOV-2346	The C4ISR/EW Data Bus shall be the interface between the GFE JCR/JBC-P software and the GFE JCR/JBC-P hardware, and GFE radios. JCR/JBC-P shall have the ability to communicate over the JCR/JBC-P satellite network with or without the KGV-72.		X			Testing shall demonstrate that satellite and terrestrial communication can be established and SA information transferred with the FBCB2 Network Operation Center (NOC) to verify compliance with Section 3 requirement.
PDFOV-7763	**3.4.4.9.2.2.2 Advanced Field Artillery Tactical Data System**					**4.4.4.9.2.2.2**

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PDFOV-7764	The CSDU shall host and integrate the Advanced Field Artillery Tactical Data System (AFATDS) (Windows based) system (Primary Application).		X			Testing shall demonstrate that the AFATDS application is hosted and performs basic functions (configure radio assets, etc.) on the CSDU to verify compliance with Section 3 requirement.
PDFOV-7765	The CSDU shall transmit/receive AFATDS data via Single Channel Ground to Air Radio System (SINCGARS) and High Frequency (HF) radio.		X			Testing shall demonstrate that AFATDS can communicate and transfer data to another SINCGARS and HF AFATDS base/setup to verify compliance with Section 3 requirement.
PDFOV-7766	**3.4.4.9.2.2.3 One System Remote Video Terminal**					**4.4.4.9.2.2.3**
PDFOV-7767	The CSDU shall host and integrate the One System Remote Video Terminal (OSRVT) system (Primary Application).		X			Testing shall demonstrate that OSRVT application is hosted and functions on the CSDU to verify compliance with Section 3 requirement.
PDFOV-7769	**3.4.4.9.2.3 Hardware and Interfaces**					**4.4.4.9.2.3**
PDFOV-7772	The CSDU shall provide a minimum of three (3) IEEE 802.3 compliant Gigabit Ethernet interfaces.		X			Testing shall be conducted by connecting a known IEEE 802.3 compliant Gigabit Ethernet device to each interface to verify compliance with Section 3 requirement.
PDFOV-7773	The CSDU shall provide a minimum of three (3) RS232/RS422 serial interfaces.					
PDFOV-7774	The CSDU shall provide a minimum of four (4) easily accessible (without display removal) USB interfaces to include one specifically for the Mission Data Loader (MDL).	X				Inspection shall be conducted IAW TOP 2-2-505 to demonstrate through visual examination of the CSDU hardware I/O that is has a minimum of four (4) accessible USB interfaces including connecting a Mission Data Loader to verify compliance with Section 3 requirement.
PDFOV-7775	The CSDU shall provide a minimum 128GB removable solid state hard drive/storage with memory cell wear leveling capabilities.					
PDFOV-8595	The CSDU removable solid state hard drive/storage shall be compatible with HD cloning hardware (Greystone DF-5 disk duplicator).		X			Testing shall demonstrate that the removable drive is compatible with the disk duplicator to verify compliance with Section 3 requirements.
PDFOV-7776	The CSDU shall provide one (1) Personal Computer Memory Card International Association (PCMCIA) interfaces.	X				Inspection shall be conducted IAW TOP 2-2-505 to demonstrate through visual examination of the CSDU hardware I/O that it has a minimum of two (2) PCMCIA interfaces to verify compliance with Section 3 requirement.
PDFOV-7778	The CSDU shall provide a minimum of one (1) VGA video input to produce a minimum of 1024 x 768 pixel color image interface.		X			Testing shall be conducted by connecting a test video signal to the input to verify compliance with Section 3 requirement. The video image on the display shall be clearly discernable.
PDFOV-7779	The CSDU shall provide a minimum of one (1) RS170 video input.					
PDFOV-7782	**3.4.4.9.2.4 Growth and Expansion**					**4.4.4.9.2.4**

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PDFOV-7783	To permit future growth the CSDU processor(s) shall not exceed 50% maximum sustained utilization (typical running configuration - core and primary services/applications).		X			Testing shall demonstrate processor performance (supported by physical and processor benchmark testing) to verify compliance with Section 3 requirement.
PDFOV-7784	To permit future growth the processor(s) RAM shall not exceed 50% sustained utilization (typical running configuration - core and primary services/applications).		X			Testing shall demonstrate ram utilization (supported by physical and processor memory benchmark testing) to verify compliance with Section 3 requirement.
PDFOV-7785	**3.4.4.9.3 ASDU**					**4.4.4.9.3**
PDFOV-7786	The ASDU and CSDU shall utilize common hardware and meet all specified functionality requirements of the CSDU.		X			Testing shall be conducted by installing an ASDU into the CSDU location and verifying functionality to verify compliance with Section 3 requirement.
PDFOV-7787	**3.4.4.9.4 ADU**					**4.4.4.9.4**
PDFOV-7788	The ADU (when paired with the enhanced modular computing unit) shall meet all the CSDU display functionality requirements (not computing/interface requirements).		X			Testing shall be conducted by verifying that the CSDU display functionality is resident in the ADU/EMCU configuration to verify compliance with Section 3 requirement.
PDFOV-7789	**3.4.4.9.5 EMCU**					**4.4.4.9.5**
PDFOV-7790	The EMCU provides a centralized computer asset for any specialized vehicle applications that need a significant amount of processing and expandability which cannot be met using Smart Display(s) alone. The computing platform when combined with ADU provides rear seat occupants battle command workstations and additional processing to the CSDU and ASDU.					This is a definition and not verifiable separately.
PDFOV-7791	The DSDU, CSDU, ASU, ASDU, and EMCU shall be open standards systems.					
PDFOV-7792	The EMCU shall be a modular (at the component board / subsystem level) computing platform.	X				Inspection shall be conducted IAW TOP 2-2-505 to demonstrate that the EMCU is modular at the component board level to verify compliance with Section 3 requirement.
PDFOV-7793	The EMCU shall provide multiple dedicated processor component boards to distribute the application processing loads.	X				Inspection shall be conducted IAW TOP 2-2-505 to demonstrate that multiple dedicated processor component boards are resident on the EMCU to verify compliance with Section 3 requirement.
PDFOV-7794	The EMCU usability startup time (user can interact with full functionality of the displays) shall be less than four (4) minutes from power on. (T)		X			Testing shall demonstrate through stop watch measurement (multiple times) from EMCU power on to full functionality to verify compliance with Section 3 requirement.
PDFOV-8482	The EMCU usability startup time (user can interact with full functionality of the displays) shall be less than two (2) minutes from power on. (O)		X			Testing shall demonstrate through stop watch measurement (multiple times) from EMCU power on to full functionality to verify compliance with Section 3 requirement.

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PDFOV-7795	**3.4.4.9.5.1 Security and Enclave Classification**					**4.4.4.9.5.1**
PDFOV-7796	The EMCU (and internal processor blades) shall be individually configurable to support UNCLASSIFIED, SECRET, or BOTH SECRET/UNCLASSIFIED security enclaves depending on mission role.		X			Testing shall be conducted by removing the EMCU from the vehicle bus and re-imaging to a different security enclave configuration to verify compliance with Section 3 requirement. Re-image back to original security enclave configuration before connecting to the bus.
PDFOV-7797	The EMCU shall include removable hard drive(s).		X			Testing shall be conducted IAW TOP 2-2-505 to demonstrate that the hard drives are removable to verify compliance with Section 3 requirement.
PDFOV-7799	**3.4.4.9.5.2 Functionality and Application Hosting**					**4.4.4.9.5.2**
PDFOV-7800	The EMCU shall permit independent access (without manual reconnection techniques) to each of the EMCU processor assets (blades) using the ADU's and C4I display/processing assets (CSDU, ASDU) within the same domain/enclave or through a cross domain solution when equipped.		X			Testing shall demonstrate that all blades of the EMCU can be accessed by displays to verify compliance with Section 3 requirement.
PDFOV-7801	The EMCU shall not automatically power-up with the JLTV ignition in the run state.		X			Testing shall demonstrate that the EMCU doesn't automatically power up when the ignition is in the run state to verify compliance with Section 3 requirement.
PDFOV-7802	The EMCU shall host and be able to display (with ADU, CSDU, ASDU) all specified services/applications concurrently.		X			Testing shall demonstrate that all applications and services can be accessed concurrently on displays to verify compliance with Section 3 requirement.
PDFOV-7803	The EMCU shall host and be able to display and control (with ADU, CSDU, ASDU) the intercom (Core Service).		X			Testing shall demonstrate the display and control (reconfigure communication presets, channels, status, etc.) intercom parameters to verify compliance with Section 3 requirement.
PDFOV-7804	The EMCU shall host and be able to display and control (with ADU, CSDU, ASDU) the military radio remote control to include all radio parameters similar to the front panel operations of the equipment (Core Service).		X			Testing shall demonstrate the display and control (reconfigure communication presets, channels, status, etc.) of military radio parameters to verify compliance with Section 3 requirement.
PDFOV-7805	The EMCU shall be able to display (with ADU, CSDU, ASDU) the SA networked video feeds e.g. DVE, external cameras, RWS, TOW-ITAS/LRAS, etc. without direct feeds to the EMCU (Core Service).	X	X			Testing shall demonstrate that SA video feeds can be accessed on displays and Inspection shall be conducted to show that the feeds aren't direct to the EMCU to verify compliance with Section 3 requirement.
PDFOV-7806	The EMCU shall integrate, display (with ADU, CSDU, ASDU), and control the network device(s) in the C4ISR enclave. The EMCU will serve as the interface for management, maintenance, and control the enclave network equipment (Core Service).		X			Testing shall demonstrate control of network devices on the EMCU to verify compliance with Section 3 requirement.

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PDFOV-7807	The EMCU shall integrate display sharing and remote control (view and/or control) of other C4I display and processing assets (with ASDU, CSDU, ADU) within the same security domain/enclave or through a cross domain solution when equipped (Core Service).		X			Testing shall demonstrate display sharing by accessing and controlling applications running on other processing assets to verify compliance with Section 3 requirement.
PDFOV-7808	The EMCU shall host and be able to display (with ADU, CSDU, ASDU) the virtualized operating systems (Virtual Machines) for both Microsoft Windows and Linux or as specified by application ICD (Core Service).		X			Testing shall be conducted by implementing the contractor provided procedure in the TM to verify compliance with Section 3 requirement.
PDFOV-7810	The EMCU shall integrate a Cross Domain Solution - when equipped (Core Service).		X			Testing shall demonstrate that Cross Domain Solution has been implemented by moving unclassified data to the secret side to verify compliance with Section 3 requirement.
PDFOV-7811	The EMCU shall host and be able to display (with ADU, CSDU, ASDU) the Warfighter Information Network-Tactical (WIN-T) network management (Core Service).		X			Testing shall demonstrate the WIN-T network management can be accessed on the displays to verify compliance with Section 3 requirement.
PDFOV-7812	The EMCU shall be able to integrate, host, display (with ADU, CSDU, ASDU), and control the Command Post of the Future (CPOF) (Core Service).		X			Testing shall demonstrate that CPOF can be accessed and controlled on the displays to verify compliance with Section 3 requirement.
PDFOV-7813	The EMCU shall be able to integrate, host, display (with ADU, CSDU, ASDU), and control the JCR/JBC-P - local and VNC (Core Service) per JCR/JBC-P requirements specified in the CSDU JCR/JBC-P section.		X			Testing shall demonstrate that JCR can be accessed and controlled on the displays to verify compliance with Section 3 requirement.
PDFOV-8596	The EMCU shall be able to integrate, host, display (with ADU, CSDU, ASDU), and control the C2PC/JTCW (Core Service).		X			Testing shall demonstrate that C2PC/JTCW can be accessed and controlled on the displays to verify compliance with Section 3 requirement.
PDFOV-8597	The EMCU shall be able to integrate, host, display (with ADU, CSDU, ASDU), and control the OSRVT - local and VNC (Core Service) per OSRVT requirements specified in the CSDU OSRVT section.		X			Testing shall demonstrate that all specified applications and services can be accessed concurrently on displays to verify compliance with Section 3 requirement.
PDFOV-7814	The EMCU shall be able to integrate, host, display (with ADU, CSDU, ASDU), and control the AFATDS - local and VNC (Core Service) per AFATDS requirements specified in the CSDU AFATDS section.		X			Testing shall demonstrate that all specified applications and services can be accessed concurrently on displays to verify compliance with Section 3 requirement.
PDFOV-7815	**3.4.4.9.5.3 Hardware and Interfaces**					**4.4.4.9.5.3**
PDFOV-7816	The EMCU processor(s) shall be compatible with hypervisor kernel and virtualization.					

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PDFOV-7818	The EMCU shall provide IEEE 802.3 compliant Gigabit Ethernet interfaces.		X			Testing shall be conducted by connecting a known IEEE 802.3 compliant Gigabit Ethernet device to each interface to verify compliance with Section 3 requirement.
PDFOV-7819	The EMCU shall provide a minimum of two (2) RS232/RS422 serial interfaces.					
PDFOV-7820	The EMCU shall provide a minimum of two (2) USB interfaces.	X				Inspection shall be conducted IAW TOP 2-2-505 to demonstrate through visual examination of the EMCU hardware I/O that is has the required USB interfaces including connecting a Mission Data Loader to verify compliance with Section 3 requirement.
PDFOV-7821	The EMCU shall provide a minimum 256 GB solid state hard drive/storage with memory cell wear leveling capabilities.					
PDFOV-7823	The EMCU shall provide microphone/speaker audio I/O.	X				Inspection shall be conducted IAW TOP 2-2-505 to demonstrate through visual inspection of the EMCU the microphone/speaker audio I/O exists to verify compliance with Section 3 requirement.
PDFOV-7824	**3.4.4.9.5.4 Growth and Expansion**					**4.4.4.9.5.4**
PDFOV-7825	The EMCU processor(s) shall not exceed 50% maximum sustained utilization (typical running configuration - core services/applications) per application (when an application is allocated multiple blades) or blade (when a blade is allocated to one or multiple applications).		X			Testing shall demonstrate processor performance (supported by physical and processor benchmark testing) to verify compliance with Section 3 requirement.
PDFOV-7826	The EMCU processor RAM shall not exceed 50% sustained utilization (typical running configuration - core and primary services/applications).		X			Testing shall demonstrate processor performance (supported by physical and processor benchmark testing) to verify compliance with Section 3 requirement.
PDFOV-7827	The EMCU shall provide a minimum of two (2) spare slots for adding additional boards.	X				Inspection shall be conducted IAW TOP 2-2-505 when populated as specified in PDFOV-7814 to demonstrate the spare slots for additional boards exist to verify compliance with Section 3 requirement.
PDFOV-7248	**3.4.4.9.5.5 At-Platform Diagnostics**					**4.4.4.9.5.5**
PDFOV-7250	The JLTV shall be compatible with the MSD, with the auxiliary Internal Combustion Engine (ICE) test hardware.		X			Testing shall demonstrate that the MSD can connect to and read data/communicate with the J1939 bus to verify compliance with Section 3 requirement.
PDFOV-7252	The JLTV shall be compatible with the USMC EMSS.		X			Testing shall demonstrate that the EMSS can connect to and read data/communicate with the J1939 bus to verify compliance with Section 3 requirement.
PDFOV-7254	The JLTV at-platform diagnostic connectors shall be easily accessible, hard mounted and environmentally protected.	X				The JLTV will be inspected for conformance to the section 3 requirement.
PDFOV-2128	**3.4.4.10 Electronically Aided Survivability**					**4.4.4.10**

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PDFOV-2553	**3.4.4.10.1 Driver's Visual Aid Capability (includes DVE)**					**4.4.4.10.1**
PDFOV-7830	The installed GFE DVE (with associated bracketry) display shall be positioned directly in front of the driver at eye level for an Average Male when lowered from the stow position for operational use.		X			Testing shall be conducted to verify the mid-point of the DVE is located 31 in (78.7 cm) +/- 2 in (5 cm) above the seat reference point when lowered and laterally centered on seat to verify compliance with Section 3 requirement.
PDFOV-8598	The DVE camera shall be mounted on the same side as the driver's seating location.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-2510	**3.4.4.10.2 Counter Radio-Controlled Improvised Explosive Device Electronic Warfare**					**4.4.4.10.2**
PDFOV-7063	If the electronic interface is available, the Counter Radio-Controlled Improvised Explosive Device EW (CREW) Integration shall be remote controllable, via the CSDU, ASDU, and ADU, with regards to viewing and controlling all parameters (similar to front panel operations of the equipment) and visibility of all error messages.		X			Testing shall demonstrate that viewing and parameter control functionality resides on the displays to verify compliance with Section 3 requirement.
PDFOV-4312	The CREW Remote Control Unit shall be integrated in the crew compartment and be accessible to the driver/commander for operation.	X				Inspection shall be conducted IAW TOP 2-2-505 to demonstrate that the CREW Remote Control Unit is integrated in the crew compartment and is accessible IAW MIL-STD-1472 to verify compliance with Section 3 requirement.
PDFOV-8599	**3.4.4.10.3 Back-Up Video Camera**					**4.4.4.10.3**
PDFOV-8600	The back-up camera video feed shall be automatically displayed on the DSDU when the JLTV is put in reverse, regardless of back-up camera selection control.		X			Testing shall be conducted to demonstrate that the back-up camera feed automatically appears on the DSDU when the JLTV is put in reverse to verify compliance with Section 3 requirement.
PDFOV-8601	The driver shall have the ability to select and unselect the back-up camera video feed.		X			Testing shall be conducted to the demonstrate that the back-up camera feed can be selected and unselected by the driver in all transmission positions to verify compliance with Section 3 requirement.
PDFOV-8602	The back-up camera's field of view shall not be inhibited when a shelter, spare tire or other kits are installed.		X			Testing shall be conducted to demonstrate that when the driver selects the back up camera feed (with shelter, spare tire or any other kit installed) that no obstruction blocks the cameras field of view to verify compliance with Section 3 requirement.
PDFOV-8603	The back-up camera video shall be able to see the ground from the outer edge of the rear of the vehicle to a distance at least 5 ft (1.5 m) away and be able to show the trailer mechanical connections to the JLTV.		X			Testing shall be conducted to demonstrate that the camera shows objects at the specified distance to verify compliance with Section 3 requirement.
PDFOV-8604	The back-up camera video shall be able to distinguish a threat to a distance of at least 25 ft (7.7 m) away from the rear bumper.		X			Testing shall be conducted to demonstrate that the camera shows objects at the specified distance to verify compliance with Section 3 requirement.

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PDFOV-2189	**3.4.4.11 Communication Capability**					**4.4.4.11**
PDFOV-2190	**3.4.4.11.1 Military Radio Capability**					**4.4.4.11.1**
PDFOV-7832	All military radios (capable of voice communication) shall utilize the JLTV intercom system headsets for voice communications (if equipped).					
PDFOV-7834	All military radios that support data shall transmit all data through the C4ISR/EW Data Bus.					
PDFOV-2228	**3.4.4.11.2 Intercom System**					**4.4.4.11.2**
PDFOV-8605	The intercom shall be able to expand to add one (1) additional crew station. (T)					
PDFOV-2230	The intercom shall be able to expand to add two (2) additional crew stations. (O)	X				The JLTV intercom system will be inspected for conformance to the section 3 requirement.
PDFOV-7839	The intercom system shall provide the crew (accessible from each position) local display and control of the intercom and radio assets independent of the CSDU, ASDU, and ADU.					
PDFOV-7840	The intercom crew stations shall be able to take control precedence over CSDU, ASDU, and ADU intercom control.					
PDFOV-2244	The intercom system shall provide an interface for use with standard tactical headsets/handsets including H-250 type handsets, or hand microphones and shall be accessible from each crew station.		X			The JLTV shall be tested to verify compliance with Section 3 requirement.
PDFOV-2246	Noise canceling headsets with side tone suppression and echo cancellation compatible with Advanced Combat Helmet (ACH), Enhanced Combat Helmet (ECH) and Lightweight Helmet (LWH) shall be provided.		X			The JLTV shall be tested to verify compliance with Section 3 requirement.
PDFOV-2248	The electrical interface shall provide for radio and intercom push-to-talk.		X			The JLTV shall be tested to verify compliance with Section 3 requirement.
PDFOV-2252	A connection for at least one adjustable volume level, external speaker shall be provided.		X			The JLTV shall be tested to verify compliance with Section 3 requirement.
PDFOV-2254	The intercom subsystem shall be configurable by the user to connect the crew together as an intercom in any combination and to connect any or all crew to any voice capable radio or transmission system that is connected to the C4ISR/EW Data Bus.		X			The JLTV shall be tested to verify compliance with Section 3 requirement.
PDFOV-2256	The intercom subsystem shall be capable of generating Voice over Internet Protocol (VoIP) calls using G.711, G.729A and G.723.1 CODECs at a minimum.			X		Certification shall be provided to verify compliance with Section 3 requirement.

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PDFOV-2528	**3.4.4.12 Position and Timing Capability (includes GPS)**					**4.4.4.12**
PDFOV-2548	The C4ISR/EW architecture shall ensure the proper implementation and distribution of GPS timing and data to include, but not limited to, AN/PSN-11 TOD and One Pulse Per Second (1 PPS) IAW IS-GPS-154C, NMEA 0183 and ICD-GPS-153C.		X			Testing shall demonstrate GPS timing and data on C4ISR network per AN/PSN-11 TOD and 1 PPS IAW IS-GPS-154C, NMEA 0183 and ICD-GPS-153C to verify compliance with Section 3 requirement.
PDFOV-7842	The C4ISR/EW architecture shall provide GPS data and timing to all subsystems using a single Ground-Based GPS Receiver Application Module (GB-GRAM).	X				Inspection shall be conducted IAW TOP 2-2-505 to demonstrate functionality of devices dependent on GPS data using a single GB-GRAM to verify compliance with Section 3 requirement. Examples include M20-20 antenna, FBCB2.
PDFOV-2570	**3.4.4.13 Power Management and Distribution Capability**					**4.4.4.13**
PDFOV-2571	**3.4.4.13.1 General**					**4.4.4.13.1**
PDFOV-2573	The power management and distribution subsystem shall have the capability to detect faults such as electrical shorts, opens, under voltage, under current, over voltage, over current and report back through the DSDU.		X			Testing shall demonstrate that seeded faults are detected and reported through the DSDU to verify compliance with Section 3 requirement.
PDFOV-2579	The power distribution subsystem shall incorporate safety features. For example; protective covers, grounding, interlocks, leakage detection to mitigate electric shock potential to vehicle operators and maintainers.	X				Inspection shall be conducted IAW TOP 2-2-508 to demonstrate that safety features are present to verify compliance with Section 3 requirement.
PDFOV-2581	The power management and distribution subsystem shall contain an isolated electrical bus IAW MIL-STD-1275 for On Board Vehicle Power (OBVP).		X			Testing shall be conducted to demonstrate that supplied OBVP is provided power from the 28VDC MIL-STD-1275 compliant bus. This Testing shall include verification that the provided power meets the quality of the specified MIL-STD to verify compliance with Section 3 requirement.
PDFOV-7843	The power management and distribution subsystem's MIL-STD-704 (28 VDC) voltage bus (if kit is installed) shall be able to interconnect with the MIL-STD-1275 voltage bus in emergency situations.		X			Testing shall be conducted to demonstrate that when the MIL-STD-704 (28VDC) kit is installed, it can connect with the MIL-STD-1275 bus to verify compliance with Section 3 requirement.

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PDFOV-2583	The power management and distribution subsystem shall be capable of automatically transitioning between on-board and off-board power sources without any loss of functionality.		X			Testing shall be conducted to verify compliance with Section 3 requirement. The vehicle needs to be powered to a pre-defined load condition (eg. silent watch level). The batteries should be supplying power. The vehicle should be started and run to verify that the power supply transitions to the power generation system. The vehicle should be shutdown again to observe that the batteries supply power. An off board power source should be connected to the NATO slave and the power supply should be transitioned to the off board power source. The vehicle should be restarted and the supply should be transitioned to on board power generation. No equipment should show signs of degradation or produce any faults throughout the conduct of this test.
PDFOV-4316	The power management and distribution subsystem shall provide for electrical isolation between all AC voltage buses and grounded DC voltage buses.		X			Testing shall be conducted to demonstrate the isolation of the electrical system and will be performed at a minimum before and after fording test to verify compliance with Section 3 requirement. The Testing shall be done on components and wiring between each bus and vehicle chassis.
PDFOV-4318	The power management and distribution subsystem shall provide protection from voltage reversals, short circuits, and arcing.		X			Testing shall demonstrate protection against voltage reversal, short circuits and arcing to verify compliance with Section 3 requirement.
PDFOV-7844	The power management, generation and distribution subsystems shall prevent sympathetic tripping due to any system fault.		X			Testing shall be conducted to demonstrate that when loads are dumped to simulate a faulty component that no disturbances are created that cause other components to unintentionally shut down to verify compliance with Section 3 requirement.
PDFOV-2623	**3.4.4.13.2 Low Voltage Distribution**					**4.4.4.13.2**
PDFOV-7847	The power management and distribution system shall provide and control power to all electrical devices.		X			Testing shall be conducted to demonstrate control and monitoring of all electrical components. If the item is not installed (Unpurchased GFE), then a load bank shall be used to verify power is available and the component is controllable and monitorable to verify compliance with Section 3 requirement.
PDFOV-1222	**3.4.4.13.3 Power Generation**					**4.4.4.13.3**
PDFOV-1223	**3.4.4.13.3.1 DC Power Source/ On-board Electrical Power Requirement**					**4.4.4.13.3.1**

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PDFOV-1224	The JLTV shall be capable of providing 15 kW sustained electrical power to on-board vehicle subsystems, in addition to the power required for the JLTV hotel loads.		X			Testing shall be conducted to verify compliance with Section 3 requirement as follows: The vehicle load will be supplemented with load banks to check that total on-board power generation is capable of providing 15kW and hotel loads. The amount of power required for hotel load and on-board power should be measured and documented prior to connecting the supplemental load banks. If the power to installed OBVP cannot be determined, the OBVP loads must be disconnected in order to accurately determine the ability to draw the 15 kW. If all loads cannot be removed, the amount of power drawn must be determined by measuring the power out of the power generation devices (power generation AND energy storage).
PDFOV-8488	Hotel loads are all electrical loads that are required in order to operate the JLTV in any condition, and do not include any GFE loads. Hotel loads include but are not limited to the following: vehicle lighting, environmental control units, heating and cooling fans and blowers, cooling fans, engine ECU, wipers, all suspension loads, ABS, AFES, heated frontal transparent armor, all sensors, solenoids, modules, transducers, compressors, heaters/dryers, all pumps, clutches, etc.					This is a definition and not verifiable separately.
PDFOV-1226	The On-board power generation shall be simultaneously provided as the JLTV is charging the batteries and/or capacitors consistent with the specifications of the component manufacturer.		X			Testing shall demonstrate that during the test of power generation capability, the battery can be charged to verify compliance with Section 3 requirement. The battery current should be monitored and the test should be conducted at the worst case of battery SOC based on the specifications of the battery and/or capacitors manufacturers.
PDFOV-1228	The On-board power generation shall be provided on the move. During situations where the power generation subsystem is drawing large amounts of power and JLTV mobility requires large amounts of power, the JLTV mobility performance is allowed to degrade in order to maintain the power generation subsystem output at a level that will not offset the energy balance of the power system.		X			Testing shall be conducted using the developed load profile and testing on the road load simulator to verify compliance with Section 3 requirement. This testing shall be conducted at full electrical load and shall indicate if, when and by how much mobility is degraded. Throughout the conduct of this test, there shall be no degradation in the performance of the power generation sub-system below acceptable levels. Note: A prerequisite for performing this test should be the development of a load profile based on the OMS/MP and actual test courses that will be used to verify the OMS/MP.

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PDFOV-7848	The On-board power generation shall be provided at the halt with engine at tactical idle. (T)		X			Testing shall be conducted to verify compliance with Section 3 requirement. This shall be the default condition at which power generation testing is conducted.
PDFOV-7849	The On-board power generation shall be provided at the halt with engine at normal idle. (O)		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-1252	**3.4.4.13.3.2 Depleted Battery Engine Start**					**4.4.4.13.3.2**
PDFOV-1253	The power management subsystem shall disengage the batteries (or other storage devices) from the bus before they are depleted below the charge level required to start the JLTV when the batteries are providing on board power during silent watch or when the engine is off.		X			Testing shall be conducted to verify compliance with Section 3 requirement. Loads shall be used to create a power draw. The battery SOC shall be monitored and recorded when activation of the disengagement device occurs. After the battery is disengaged, verify that all powered equipment is now off. After a 5 minute wait, the vehicle shall be able to start.
PDFOV-1255	The JLTV combat override switch when engaged shall allow the batteries (or other storage devices) to remain connected and supplying power to the bus even when they have reached and gone below the level required to start the vehicle. A warning indicator shall illuminate to warn the operator when the batteries have reached and gone past this level of charge.		X			Testing shall be conducted to verify that when the combat override switch is engaged, the battery continues to supply power below the level required to start the vehicle and that an indicator illuminates to warn the operator to verify compliance with Section 3 requirement.
PDFOV-1258	**3.4.4.13.3.3 Energy Storage**					**4.4.4.13.3.3**
PDFOV-1259	The JLTV energy storage devices shall be maintenance free.	X				Inspection of the TM and battery shall be conducted IAW TOP 2-2-505 to confirm the presence of no maintenance requirement for the battery to verify compliance with Section 3 requirement.
PDFOV-6872	The JLTV energy storage devices shall be shock, vibration, and weather protected, securable, and be readily accessible for service.		X			Testing shall be conducted to verify the energy storage mounting and locations meet the criteria developed to check these requirements (shock, vibration, and weather protection) during RAM and performance testing (at periodic intervals) to verify compliance with Section 3 requirement.
PDFOV-8489	The surface temperatures of the JLTV energy storage device case exposed to crew during normal operation or maintenance shall not exceed the limits specified in MIL-STD-1472 5.13.4.6 thermal contact hazards.		X			Testing shall be verify through the use of a temperature sensor/thermocouple mounted on the hottest spot on the case and assessed during RAM and performance testing data collection. This temperature should be recorded throughout testing and verified to never exceed the values specified in order to verify compliance with Section 3 requirement.
PDFOV-6868	The JLTV energy storage enclosures shall not be vented into the cab. This requirement does not apply to GFE equipment with self-contained batteries.	X				Inspection shall be conducted IAW TOP 2-2-505 to demonstrate that the venting system does not vent into the cab to verify compliance with Section 3 requirement.

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PDFOV-6866	Under any operating condition, including abuse conditions such as ballistic events (see Appendix X for definition), short circuit, and overcharge, energy storage devices shall not present a hazard to the crew or make the JLTV inoperable.				X	Analysis shall be provided to demonstrate compliance with Section 3 requirement.
PDFOV-8490	The JLTV energy storage device shall have a minimum service life of three (3) years.		X			Testing shall be conducted by performing an accelerated life test to failure to verify compliance with Section 3 requirement.
PDFOV-8491	The JLTV energy storage device shall have a minimum service life of five (5) years. (O)		X			Testing shall be conducted by performing an accelerated life test to failure to verify compliance with Section 3 requirement.
PDFOV-6982	If lead-acid Starting, Lighting, and Ignition (SLI) batteries are utilized they shall meet the requirements of MIL-PRF-32143 and NATO STANAG 4015.			X		Certification shall be provided IAW NATO STANAG 4015 to verify compliance with Section 3 requirement.
PDFOV-8492	The JLTV energy storage system shall comply with form factor requirements specified in NATO STANAG 4015.		X			Testing shall be conducted IAW TOP 1-2-500 to verify compliance with Section 3 requirement.
PDFOV-8531	The JLTV shall be able to utilize Lead-Acid Starting, Lighting, and Ignition (SLI) batteries of a 6T form factor and meet the requirements of MIL-PRF-32143 and NATO STANAG 4015 to start and operate the vehicle.		X			Testing shall be conducted IAW TOP 2-2-601, paragraph 5.7, accompanied by the disabling of an individual launcher (to ensure functionality of remaining launchers) to verify compliance with Section 3 requirements.
PDFOV-2584	**3.4.4.13.4 Power Management System**					**4.4.4.13.4**
PDFOV-2586	The DSDU shall provide power management via the Vehicle Sensor Data Buses to control and collect the status of the power generation, energy storage, state of charge (SOC), and power control/distribution components.		X			The Power Management and Distribution System shall be tested to verify compliance with Section 3 requirement.
PDFOV-2588	The JLTV shall be capable of dynamic load prioritization and load shedding and shall be re-configurable and allow the crew to prioritize and shed unneeded loads during operations.		X			The Power Management and Distribution System shall be tested to verify compliance with Section 3 requirement.
PDFOV-8493	When JLTV mobility is degraded for electrical power generation, the driver shall be notified and given the option to shed loads to recover full mobility.					
PDFOV-8494	The JLTV battery management subsystem shall supply overcharge protection in compliance with ISO12405-1, Section 9.3.					
PDFOV-909	**3.4.4.13.4.1 Capacitor Starting**					**4.4.4.13.4.1**
PDFOV-910	If a capacitor is used for JLTV starting, the capacitor shall have a minimum service life of 500,000 cycles.		X			The requirement is for the JLTV to start in cold weather conditions. This requirement shall be verified by testing IAW TOP 2-2-650 "Engine cold start". Verification shall be considered successful when the test show that the specified requirement has been met.

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PDFOV-2607	**3.4.4.13.5 Power Connector/Interfaces**					**4.4.4.13.5**
PDFOV-8496	The JLTV shall include a dedicated power connection at the front of the vehicle for Rhino counter-IED devices. Control for the power source will be accessible to the driver.		X			Testing shall verify compliance with Section 3 requirement. The test will be used to verify control of power to the device by the driver.
PDFOV-2614	**3.4.4.13.6 Power Interface for COTS**					**4.4.4.13.6**
PDFOV-7394	The 120 VAC power outlets shall meet design requirements IAW SAE J2698.					
PDFOV-7851	The power management and distribution system shall provide at least one (1) GFCI outlet accessible by the driver and one (1) GFCI outlet accessible by the crew.					
PDFOV-7852	The JLTV shall accept as a convenience outlet both Type B NEMA 5-15 North American 120V and Type I AS-NZS 3112 AUS 10/240V. Type B NEMA 5-15 North American 120V shall be the only type provided per JLTV.					
PDFOV-8497	There shall be a minimum total of 15A available for the 120VAC circuit or 10A for the 240VAC.					
PDFOV-8498	The second convenience outlet provided on the JLTV-UTL shall be a dedicated, secured for shock and vibration, weather protected, and accessible for an attached shelter, 15A 120VAC power connector (located in the same mounting location as the DC power connector for the shelter).					
PDFOV-7853	Output wave form shall be either a 60 Hz (for 120VAC) or 50 Hz (for 240VAC) sine wave with a maximum total harmonic distortion of less than 6%.					
PDFOV-2618	The power management and distribution system will provide at least one 10A 12 VDC outlet accessible by driver and one outlet accessible by the crew.	X	X			The JLTV shall be inspected and tested to verify compliance with Section 3 requirement.
PDFOV-2622	The power management and distribution subsystem will provide at least one 5A 28 VDC outlet accessible by the crew.	X	X			The JLTV shall be inspected and tested to verify compliance with Section 3 requirement.
PDFOV-2636	**3.4.4.13.7 Battery Management**					**4.4.4.13.7**
PDFOV-7856	The JLTV battery management SOC indication shall be not less than 95% accurate.					
PDFOV-2651	**3.4.4.13.8 NATO Slave Interface**					**4.4.4.13.8**
PDFOV-2653	The JLTV shall be equipped with a standard NATO slave interface as defined by STANAG No. 4074.	X		X		The JLTV shall be inspected and Certification shall be provided to verify compliance with Section 3 requirement.

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PDFOV-2655	The NATO slave interface shall be capable of jump starting the vehicle, recharging the vehicle batteries, and receiving power from an external DC low voltage source for an indefinite amount of time without damage to on-board vehicle batteries or sub-systems.		X			Testing shall demonstrate each of the functions listed to verify compliance with Section 3 requirement.
PDFOV-8606	The NATO slave interface shall provide 28 VDC electrical power output to another vehicle with enough power to slave start the vehicle.		X			Testing shall demonstrate each of the functions listed to verify compliance with Section 3 requirement.
PDFOV-2657	The NATO slave interface shall be located externally at the front of the vehicle.	X				Inspection shall be conducted IAW TOP 2-2-505 to demonstrate NATO slave location to verify compliance with Section 3 requirement.
PDFOV-7619	The NATO slave interface shall be protected from environmental and fording events.	X				The Power Management and Distribution System shall be inspected to verify compliance with Section 3 requirement.
PDFOV-1247	The JLTV shall be equipped with a NATO Inter-vehicle Power Cable IAW STANAG 4074 with Type 1 plugs that is at least 12 ft (3.7 m) in length.	X		X		The JLTV shall be inspected and certified for conformance to the section 3 requirement.
PDFOV-1249	The JLTV shall be capable of being jump started with or without the batteries connected using a standard NATO power cable and plug assembly.		X			The Power Management and Distribution System shall be tested to verify compliance with Section 3 requirement.
PDFOV-1251	The receptacles and wiring shall be IAW STANAG 4074 (Type 1) and located so as to preclude damage, corrosion or contamination, and tripping hazards upon entering or exiting the cab.	X				The JLTV shall be inspected to verify compliance with Section 3 requirement.
PDFOV-8363	The JLTV-T electrical system shall be fully compatible with, and be fully operational, when connected to the appropriate intra-vehicular cable receptacles of prime movers equipped NATO twelve-pin electrical connectors (ref: STANAG 4007).					
PDFOV-2662	**3.4.4.13.9 High Voltage Distribution**					**4.4.4.13.9**
PDFOV-2672	The JLTV shall be designed and manufactured to mitigate the effects of High Voltage Corona (HVC) per requirements defined in MIL-HDBK-454, Guideline 45 for altitudes up to 15,000 ft (4572 m).			X		Certification shall be provided to verify compliance with Section 3 requirement.
PDFOV-7396	The JLTV electrical distribution subsystem shall be designed to mitigate the occurrence of Accidental Contact to both crew and maintenance personnel IAW MIL-HDBK-454B Guideline 1 Sections 4.5.3 and 5.2.4 Accidental Contact.			X		Certification shall be provided to verify compliance with Section 3 requirement.

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PDFOV-7398	The high voltage JLTV electrical distribution subsystem shall meet the requirements specified in SAE J1673.			X		Certification shall be provided to verify compliance with Section 3 requirement.
PDFOV-7402	All components/conductors/wiring with voltages above 42.4 VAC peak or 60 VDC shall be located outside of crew occupied spaces or compartmentalized to contain primary and secondary effects of an arc flash and arc blast.	X				The JLTV shall be inspected to verify compliance with Section 3 requirement.
PDFOV-2818	**3.4.4.14 Lighting**					**4.4.4.14**
PDFOV-2819	**3.4.4.14.1 General**					**4.4.4.14.1**
PDFOV-8500	The JLTV side marker lamps shall be located to meet both FMVSS 108 and ADR 13 requirements.					
PDFOV-8499	The JLTV shall be equipped with three (3) side marker lamps (front, rear, and mid) which meet FMVSS 108 requirements.					
PDFOV-8501	The JLTV shall accept side marker lamps which meet the requirements of ADR 13, ADR 45, and ADR 74.					
PDFOV-8125	FMVSS 108 Table I shall supersede ADR 45/01 45.3.1 for the color of the emitted light of the side marker lamps.	X		X		The JLTV shall be inspected and certified for conformance to the section 3 requirement.
PDFOV-8126	FMVSS 108 Table X shall supersede ADR 45/01 Section 45.3.1.2.1 "Side-Marker Lamp, Minimum Light Intensity".	X		X		The JLTV shall be inspected and certified for conformance to the section 3 requirement.
PDFOV-8127	FMVSS 108 Table X shall supersede ADR 45/01 Section 45.3.1.3.2 "Side-Marker Lamp, Forward/Backward facing visible Angle, Maximum/Minimum Starting Sweep Angle from Vertical Centreline".	X		X		The JLTV shall be inspected and certified for conformance to the section 3 requirement.
PDFOV-8122	FMVSS 108 Tables VI-a and Table VI- b shall supersede ADR Appendix A Section 6.1 for front facing indicators.					
PDFOV-8123	FMVSS 108 Table VII shall supersede ADR Appendix A Section 6.1 Rear Facing Indicators.					
PDFOV-7454	In addition to US FMVSS 108 standards the JLTV shall be equipped with direction indicators as specified per Australian Design Rules (ADR) 06/00 "Direction indicators for NB Class Vehicles (Medium Goods Vehicles), TB Class Trailer (Light Trailer) and TC Class Trailer (Medium Trailer)".	X		X		The JLTV shall be inspected and certified for conformance to the section 3 requirement.
PDFOV-7456	In addition to US FMVSS 108 standards the JLTV shall have installed lights and light-signaling devices as specified per ADR 45/01 "Lighting & Light Signaling Devices not covered by ECE Regulations for NB Class Vehicles (Medium Goods Vehicles), TB Class Trailer (Light Trailer) and TC Class Trailer (Medium Trailer)".	X		X		The JLTV shall be inspected and certified for conformance to the section 3 requirement.

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PDFOV-8121	All direction indicators (turn signals) specified in ADR 06/00 shall be amber to meet ADR indicator color requirements.	X				Inspected shall be performed IAW TOP 2-2-505 to verify compliance with Section 3 requirements.
PDFOV-7460	The JLTV shall be equipped with front and rear position (side) lamps, stop lamps and end-outline marker lamps as specified per ADR 49/00 Front and Rear Position (side) Lamps, Stop Lamps and End-Outline Marker Lamps for NB Class Vehicles (Medium Goods Vehicles), TB Class Trailer (Light Trailer) and TC Class Trailer (Medium Trailer).	X		X		The JLTV shall be inspected and certified for conformance to the section 3 requirement.
PDFOV-8124	The JLTV shall not have type "2b" "Direction indicators with two levels of intensity for the rear of the vehicle" as described in Annex 1 of Appendix A of ADR 06/00 (UN/ECE REGULATION NO. 06/00).	X				Inspect the vehicle IAW TOP 2-2-508 to determine if the turn signals meet the section 3 requirements.
PDFOV-7455	The JLTV shall have installed lights and light-signaling devices as specified per ADR 13/00 Installation of Lighting and Light-Signaling Devices on other than L-Group Vehicles for NB Class Vehicles (Medium Goods Vehicles), TB Class Trailer (Light Trailer) and TC Class Trailer (Medium Trailer).	X		X		The JLTV shall be inspected and certified for conformance to the section 3 requirement.
PDFOV-2895	The JLTV shall have one (1) map light located at each occupant seat with individual switches.	X				The JLTV shall be inspected to verify compliance with Section 3 requirement.
PDFOV-8532	The JLTV map lights shall be over-ridden during blackout mode.	X				The JLTV shall be inspected to verify compliance with Section 3 requirement.
PDFOV-7073	The JLTV shall be equipped with an emergency flasher system.	X				Inspection shall be performed IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-2832	**3.4.4.14.2 Headlights**					**4.4.4.14.2**
PDFOV-2836	The headlights shall meet the illumination requirements of FMVSS 108. The headlight height restrictions of FMVSS 108 do not apply.			X		Certification shall be provided to verify compliance with Section 3 requirement.
PDFOV-2857	**3.4.4.14.3 Secure Lighting**					**4.4.4.14.3**
PDFOV-2858	The JLTV shall be equipped with controls to enter blackout mode, which will over-ride all interior and exterior lights, turn on blackout lights, disable audible alerts, and put displays and other light sources into blackout settings.	X				The JLTV shall be inspected to verify compliance with Section 3 requirement.
PDFOV-2862	Exterior blackout lighting shall consist of, either separately mounted or in a composite light assembly, one blackout drive lamp, and two rear mounted blackout stop lamp assemblies IAW Blackout Light 12360870.	X				Inspection shall be performed IAW TOP 2-2-505 to verify compliance with Section 3 requirement.

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PDFOV-2864	During blackout mode, all JLTV illumination sources shall be compatible with night vision devices (i.e. night goggles) in use at time of fielding.		X			The JLTV shall be tested to verify compliance with Section 3 requirement.
PDFOV-2866	The emission of any vehicle interior or exterior light source, which may be illuminated (including warning lights) in the blackout mode, shall be limited to the visible spectrum (380 to 700 nanometers).		X			Testing shall be conducted IAW with TOP 2-2-615, paragraphs 4.4 and 4.5, to verify compliance with Section 3 requirement.
PDFOV-2868	No energy shall be emitted in the 700 to 1200-nanometer portion of the electromagnetic (EM) spectrum. (Emission peaks shall not exceed 1% relative to the peak emission in the visible spectrum.)		X			Testing shall be conducted IAW with TOP 2-2-615, paragraphs 4.4 and 4.5, to verify compliance with Section 3 requirement.
PDFOV-2870	Colored warning lights shall be maintained as necessary while meeting the above requirements.		X			Testing shall be conducted IAW with TOP 2-2-615, paragraphs 4.4 and 4.5, to verify compliance with Section 3 requirement.
PDFOV-2871	**3.4.4.14.4 Crew Indicators**					**4.4.4.14.4**
PDFOV-8502	The JLTV controls and displays shall meet the requirements of FMVSS 101.					
PDFOV-8503	The JLTV controls and displays that are not regulated by FMVSS 101 shall meet the size, spacing, labeling, and activation force requirements of MIL-STD-1472 sections 5.4, 5.5, and 5.14.2.2					
PDFOV-2873	The JLTV shall be equipped with gauges/indicators that shall be readily visible to the driver and illuminated for night operation.		X			Testing shall be conducted IAW with TOP 2-2-615, paragraphs 4.4 and 4.5, to verify compliance with Section 3 requirement.
PDFOV-2875	Speed, tach, engine coolant temperature, oil pressure and fuel indicators shall be dedicated gauges that continue to operate if the driver DSDU fails. Gauges/indicators can be replaced by the driver DSDU.	X				The JLTV shall be inspected to verify compliance with Section 3 requirement.
PDFOV-2877	Gauges/indicator shall include as a minimum, fuel level, engine oil level, engine oil quality, engine coolant temperature, transmission fluid temperature, engine oil pressure, engine tachometer, speedometer/odometer, DC Bus Voltage, DC Bus Current, Indication whether Battery is charging or discharging, air pressure (air assist vehicle/trailer brakes), brake warning, park brake on and air filter gauge.	X				Inspection shall be performed IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-2879	The JLTV speedometer shall display both miles per hour (MPH) and kilometers per hour (KPH).	X				The JLTV shall be inspected to verify compliance with Section 3 requirement.
PDFOV-2881	The JLTV shall be equipped with an odometer that is capable of being switched between miles and kilometers.	X				The JLTV shall be inspected to verify compliance with Section 3 requirement.

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PDFOV-7467	The JLTV shall be equipped with instrumentation as specified per ADR 18/03 Instrumentation for NB Class Vehicles (Medium Goods Vehicles).	X				Inspection shall be performed IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-2885	The JLTV shall be equipped with a visual indicator and an audible warning to indicate low air pressure, low oil pressure, and high coolant temperature and shall report thru the vehicle diagnostic system.	X				Inspection shall be performed IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-2887	The audible warning indicators shall be inactive while in the blackout mode except for head-set/intercom sound.		X			Testing shall be conducted at night, with driver headset on and off to verify the presence of no audible warning indicators except throught the headset, to verify compliance with Section 3 requirement.
PDFOV-2889	The JLTV shall be equipped with self canceling turn indicators.		X			Testing shall be conducted with the turn signal indicator on while making a turn and upon completion of turn, verifying that the turn indicator turns off, to verify compliance with Section 3 requirement.
PDFOV-7075	The JLTV shall be equipped with controls to operate outside lights and to adjust instrument panel lights.	X				The JLTV shall be inspected to verify compliance with Section 3 requirement.
PDFOV-2891	Gauges and switches shall use coded indicators such as color, position, text and other approaches to indicate information type. E.g.) desirable operating range in a green circle; cautious, undesirable, or ineffective usage in a yellow triangle; dangerous or harmful operating level in a red square.	X				The JLTV shall be inspected to verify compliance with Section 3 requirement.
PDFOV-2893	Lenses on gauges and displays shall not discolor throughout the life of the JLTV.		X		X	Analysis of the material properties of the lenses shall be used to verify compliance with Section 3 requirement. The contractor shall provide technical information on the type of material that the lenses are made of, along with supporting technical information that supports the requirement for non discoloration - e.g. test results or technical product information regarding the material that they chose.
PDFOV-2903	**3.4.5 Supportability**					**4.4.5**
PDFOV-7234	**3.4.5.1 Measurement Standard**					**4.4.5.1**
PDFOV-7235	The JLTV shall use only one measurement standard, either Metric or U.S. English.				X	Analysis will be conducted during Design Review process, including review of BOM and TM's, to verify compliance with section 3.
PDFOV-7334	The JLTV shall use only the Metric measurement standard. (O)				X	Analysis will be conducted during Design Review process, including review of BOM and TM's, to verify compliance with section 3.
PDFOV-2904	**3.4.5.2 Reliability, Availability, and Maintainability**					**4.4.5.2**
PDFOV-2905	**3.4.5.2.1 Reliability**					**4.4.5.2.1**

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PDFOV-2907	The extremely high system-level reliability of the JLTV coupled with a trained crew is essential to make platform availability goals. It is through inherent, high reliability and maintainability that the JLTV is able to operate at extended ranges, for long periods of time without mission failure, with a smaller force and logistics footprint. The Reliability, Availability, and Maintainability (RAM) requirements for the JLTV do not account for failures of government furnished equipment or mission-specific equipment such as radios, weapons, C4, medical, etc.					This is a definition and not verifiable separately.
PDFOV-8607	The JLTV hood latch system (including all components) shall not require service (other than cleaning and lubrication) prior to the scheduled major overhaul or Army Force Generation (ARFORGEN) cycle (currently defined as 6 years or 66,000 miles based on the annual mileage OMS/MP version 3 section 4.3), with 90% reliability at 90% confidence level.		X			Hood system shall be cycle tested to verify compliance with Section 3 requirement. The hood system and sub-systems shall demonstrate reliability greater than 90% at a 90% confidence level when tested to 1,200 cycles (based on 6 year major overhaul plan). The cycles shall include 300 cycles at hot temperature (120ø F) IAW MIL-STD-810 Method 501.5, 300 at cold temperature (-40ø F) IAW MIL-STD-810 Method 502.5, and the remaining at standard ambient temperature. For each slam the hood shall be positioned at it's highest position and dropped freely to the closed position. For hood systems with manual latches, the hood latches shall be fastened and unfastened to the hood in between each repetition. Hood must close without requiring adjustment of the hood, hinges, linkages, striker, or latch mechanism.
PDFOV-2908	**3.4.5.2.1.1 Mean Miles Between Hardware Mission Failure**					**4.4.5.2.1.1**
PDFOV-2909	The JLTV and JLTV-T shall demonstrate at a minimum, a 5,550 Mean Miles Between Hardware Mission Failure (MMBHMF) with 80% statistical confidence level. (T)		X			Testing shall be conducted IAW TOP 2-2-503 to verify compliance with Section 3 requirement.
PDFOV-8132	The JLTV and JLTV-T shall demonstrate at a minimum, a point estimate of 25,000 MMBHMF. (O)		X			Testing shall be conducted IAW TOP 2-2-503 to verify compliance with Section 3 requirement.
PDFOV-8133	For full rate production, the JLTV shall demonstrate at a minimum, a point estimate of 10,000 MMBHMF. (T)		X			A reliability verification of the JLTV(s) performance shall be conducted during 20,000 miles of TD RAM testing to verify that the Mean Miles Between Hardware Mission Failure (MMBHMF) requirements have been met. The reliability requirements shall be calculated as a point estimate. The point estimate is computed by dividing the total cumulative test miles (of designated test vehicles) by the total number of associated mission failures. The associated mission failures will be scored in accordance with the JLTV Failure definition Scoring Criteria (FDSC).
PDFOV-2917	**3.4.5.2.2 Operational Availability**					**4.4.5.2.2**

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PDFOV-2918	The JLTV shall demonstrate the operational availability (Ao) of 95%. (T)				X	Analysis shall be provided to demonstrate compliance with Section 3 requirement.
PDFOV-8134	The JLTV shall demonstrate the Ao of 98%. (O)				X	Analysis shall be provided to demonstrate compliance with Section 3 requirement.
PDFOV-2919	Ao is the degree (expressed as a decimal between 0 and 1, or the percentage equivalent) to which one can expect a piece of equipment or weapon system to work properly when it is required. Ao is calculated by dividing uptime by the sum of uptime and downtime. It is the quantitative link between readiness objectives and supportability.					This is a definition and not verifiable separately.
PDFOV-2920	Ao = Uptime/Total Time = 1-Downtime/Total Time = 1-(OM/TT)*(ALDT/MMBOMF + MR/K) Where, OM = Operational Miles per Year (11,000 miles/year Wartime) TT = Total Time in Clock Hours (8760 hours/year) MMBOMF = Mean Miles Between Operational Mission Failure (Miles/OMF) MR = Field Level Maintenance Ratio in Maintenance Man-hours per Operating Mile (MMH/Mile) ALDT = Administrative and Logistics Downtime (96 Clock Hours/OMF =) K = Ratio of Maintenance Man-hours to Clock-Hours (MMH/CH = 1.123)					This is a definition and not verifiable separately.
PDFOV-2921	Uptime is that time when the system is considered to be ready for use and is either operating, in standby, or off.					This is a definition and not verifiable separately.

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PDFOV-2922	Downtime is the time the system is down for repair of operational mission hardware failures and/or for restoration from operational mission software faults, including off-board logistic delays. It also includes planned maintenance time with a periodicity less than or equal to the test duration time that prevents the system from performing its assigned mission.					This is a definition and not verifiable separately.
PDFOV-3125	**3.4.5.2.2.1 Service Life**					**4.4.5.2.2.1**
PDFOV-3126	The JLTV shall have a design life that maintains the RAM requirements and is supportable for at least 20 years under the same environment and failure criteria.				X	Analysis shall be provided to demonstrate compliance with Section 3 requirement.
PDFOV-2924	**3.4.5.2.3 Maintainability**					**4.4.5.2.3**
PDFOV-4304	**3.4.5.2.3.1 Installation of Mission Kits**					**4.4.5.2.3.1**
PDFOV-4305	The JLTV maintainability requirements do not include the maintenance time required to configure a vehicle into mission mode through conversion or installation of kits. However, the installation of mission kits (to include B-kit armor) will not hinder the maintainability of the system. The time required to repair missions kits as a result of damage caused by design failure or corrosion will be included in the maintenance ratio, mean time to repair, and maximum time to repair calculations.					This is a definition and not verifiable separately.
PDFOV-3946	**3.4.5.2.3.2 Maintenance Ratio (Field Level)**					**4.4.5.2.3.2**
PDFOV-3947	The JLTV and JLTV-T shall demonstrate a Field Level Maintenance Ratio of 0.005 maintenance man hours per operating mile (MMH/OM) for the OMS/MP mission profile. (T)		X		X	Testing will an ongoing activity RAM test phase, IAW TOP 2-2-503. Maintenance data shall be recorded and analyzed to verify compliance with Section 3 requirement.
PDFOV-8135	The JLTV and JLTV-T shall demonstrate a Field Level Maintenance Ratio of 0.0036 maintenance man hours per operating mile (MMH/OM) for the OMS/MP mission profile. (O)		X		X	Testing will an ongoing activity RAM test phase, IAW TOP 2-2-503. Maintenance data shall be recorded and analyzed to verify compliance with Section 3 requirement.
PDFOV-6732	**3.4.5.2.3.2.1 Definition of Field Level Maintenance**					**4.4.5.2.3.2.1**

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PDFOV-2933	Field Level Maintenance is repair and return to the user. Maintenance operations assigned to Field Maintenance include: (1) Performance of preventive maintenance checks and services (PMCS) (Operator/Crew); (2) Inspections by sight and touch of accessible components per the Technical Manual and condition-based maintenance indicators or instrumentation; (3) Lubrication, cleaning (including corrective actions to repair corrosive damage), preserving (including spot painting), tightening, replacement, and adjustments; (4) Diagnosis and fault isolation; (5) Replacement of unserviceable parts, modules, LRU/LRM, and assemblies; (6) Verification of faults and level of repair of unserviceable materiel prior to evacuation; (7) Recovery or coordination for transportation of equipment for Field Level Maintenance; (8) Diagnosis and isolation of materiel or module malfunctions, adjustment, and alignment of modules that can be readily completed with assigned tools and Test, Measurements, and Diagnostic Equipment (TMDE); (9) Performance of body repair, including straightening, welding, sanding, and spot painting of skirts, fenders, body, and hull sections when required to stop corrosion or restore structural integrity; and (10) Turn-in of unserviceable end items and components.					This is a definition and not verifiable separately.
PDFOV-2970	**3.4.5.2.3.3 Time to Repair**					**4.4.5.2.3.3**
PDFOV-2971	**3.4.5.2.3.3.1 Mean Time to Repair**					**4.4.5.2.3.3.1**
PDFOV-2972	Each JLTV shall have a Mean Time To Repair (MTTR) of 0.5 clock-hours or less for field level maintenance. MTTR is measured as "hood up to hood down" repair time and includes isolation of failure and repair, remove and replace, and verification of success or failure of the repair.		X		X	Testing will an ongoing activity RAM test phase, IAW TOP 2-2-503. Maintenance data shall be recorded and analyzed to verify compliance with Section 3 requirement.
PDFOV-2975	MTTR is the sum of scheduled and unscheduled maintenance times divided by the total number of scheduled and unscheduled field level maintenance actions during a given period of time under stated conditions. MTTR applies to the system-level configuration; it will be used as an "on-system" maintainability index and not for the repair of components.		X		X	Testing will an ongoing activity RAM test phase, IAW TOP 2-2-503. Maintenance data shall be recorded and analyzed to verify compliance with Section 3 requirement.
PDFOV-2973	**3.4.5.2.3.3.2 Maximum Time to Repair Field Level**					**4.4.5.2.3.3.2**

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PDFOV-3953	That time below which a specified percentage of all corrective maintenance tasks must be completed. Maximum Time to Repair (MaxTTR) is used as an "on-system" maintainability parameter; it is not used for the off-system repair of replaced components. MaxTTR is measured as "hood up to hood down" repair time and includes isolation of failure and repair / remove and replace, and verification of success or failure of the repair.					This is a definition and not verifiable separately.
PDFOV-2977	The JLTV shall have a MaxTTR for crew maintenance tasks of 0.5 clock-hours using two (2) crew.		X		X	Testing will an ongoing activity RAM test phase, IAW TOP 2-2-503. Maintenance data shall be recorded and analyzed to verify compliance with Section 3 requirement.
PDFOV-3956	The JLTV shall have a MaxTTR for field level maintenance tasks performed by a Military Occupant Speciality (MOS) Mechanic of 2.5 clock-hours. (T)		X		X	Testing will an ongoing activity RAM test phase, IAW TOP 2-2-503. Maintenance data shall be recorded and analyzed to verify compliance with Section 3 requirement.
PDFOV-8136	The JLTV shall have a MaxTTR for field level maintenance tasks performed by a MOS Mechanic of two (2) clock-hours. (O)		X		X	Testing will an ongoing activity RAM test phase, IAW TOP 2-2-503. Maintenance data shall be recorded and analyzed to verify compliance with Section 3 requirement.
PDFOV-3000	**3.4.5.2.3.3.3 Removal and Replacement**					**4.4.5.2.3.3.3**
PDFOV-3001	The JLTV shall be designed so the power-pack can be removed from the vehicle and replaced in under two and half (2.5) clock-hours by two (2) maintainers. (T)		X			Testing shall be conducted during RAM test phase and Log Demo, IAW TOP 2-2-503. Incidents of power pack removal will be evaluated for maintenance time to verify compliance with Section 3 requirement.
PDFOV-8137	The JLTV shall be designed so the power-pack can be removed from the vehicle and replaced in under two (2) clock-hours by two (2) maintainers. (O)		X			Testing shall be conducted during RAM test phase and Log Demo, IAW TOP 2-2-503. Incidents of power pack removal will be evaluated for maintenance time to verify compliance with Section 3 requirement.
PDFOV-3002	The JLTV shall be designed so that the transfer case (if applicable) can be removed from the power-pack (once the power-pack is removed) and replaced in under one (1) clock-hour by two (2) maintainers. (T)		X			Testing shall be conducted IAW TOP 2-2-503 to verify compliance with Section 3 requirement.
PDFOV-8608	The JLTV shall be designed so that the transfer case (if applicable) can be removed from the power-pack (once the power-pack is removed) and replaced in under 0.75 clock-hours by two (2) maintainers. (O)		X			Testing shall be conducted IAW TOP 2-2-503 to verify compliance with Section 3 requirement.

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PDFOV-3003	The JLTV shall be designed so that each of the Engine can be removed from the power-pack (once the power-pack is removed) and replaced in under two (2) clock-hours by two (2) maintainers. (T)		X			Testing shall be conducted IAW TOP 2-2-503 to verify compliance with Section 3 requirement.
PDFOV-8609	The JLTV shall be designed so that each of the Engine can be removed from the power-pack (once the power-pack is removed) and replaced in under 1.5 clock-hours by two (2) maintainers. (O)		X			Testing shall be conducted IAW TOP 2-2-503 to verify compliance with Section 3 requirement.
PDFOV-3004	The JLTV shall be designed so that each of the transmission can be removed from the power-pack (once the power-pack is removed) and replaced in under one (1) clock-hour by two (2) maintainers. (T)		X			Testing shall be conducted IAW TOP 2-2-503 to verify compliance with Section 3 requirement.
PDFOV-8610	The JLTV shall be designed so that each of the transmission can be removed from the power-pack (once the power-pack is removed) and replaced in under 0.75 clock-hours by two (2) maintainers. (O)		X			Testing shall be conducted IAW TOP 2-2-503 to verify compliance with Section 3 requirement.
PDFOV-3005	The JLTV shall be designed so that each of the Integrated Starter Generator (ISG) (if applicable) can be removed from the power-pack (once the power-pack is removed) and replaced in under two (2) clock-hours by two (2) maintainers. (T)		X			Testing shall be conducted IAW TOP 2-2-503 to verify compliance with Section 3 requirement.
PDFOV-8611	The JLTV shall be designed so that each of the Integrated Starter Generator (ISG) (if applicable) can be removed from the power-pack (once the power-pack is removed) and replaced in under 1.5 clock-hours by two (2) maintainers. (O)		X			Testing shall be conducted IAW TOP 2-2-503 to verify compliance with Section 3 requirement.
PDFOV-3964	**3.4.5.2.3.4 Tools**					**4.4.5.2.3.4**
PDFOV-3970	The JLTV shall be capable of being maintained by the Field Level Maintainer with tools that are within the General Mechanics Tool Kit (GMTK)/ Standard Auto Tool Set (SATS) not provided by vendor.	X			X	The JLTV shall be inspected and analyzed to verify compliance with Section 3 requirement.
PDFOV-3971	The JLTV shall be capable of being maintained with tools listed in the BII (Annex M) for crew associated maintenance tasks.	X			X	The JLTV shall be inspected and analyzed to verify compliance with Section 3 requirement.
PDFOV-3976	The JLTV shall be able to be maintainable without special tools or TMDE beyond a multimeter (no calibration required) and a torque wrench (no calibration required) at field level.		X			Testing shall be conducted IAW TOP 2-2-503 to verify compliance with Section 3 requirement.
PDFOV-3094	No special tools or TMDE shall be required at the operator level.		X			Testing shall be conducted IAW TOP 2-2-503 to verify compliance with Section 3 requirement.

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PDFOV-2964	The JLTV shall have mounting and stowage provisions for all BII and onboard tools that is operationally accessible and securable.		X			Testing shall be conducted IAW TOP 2-2-802, paragraph 3.2 to verify compliance with Section 3 requirement.
PDFOV-8384	In the JLTV-T, all operator maintenance actions shall be accomplished using the BII for the JLTV.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-2946	**3.4.5.2.3.5 Component Accessibility and Identification.**					**4.4.5.2.3.5**
PDFOV-2948	All reservoirs, filters, drains, vents, valves, and fuses requiring regularly scheduled maintenance, per Tech Manual specifications, shall be easily accessible and identified for inspection and servicing.	X	X			Inspection shall be conducted IAW TOP 2-2-505 and Testing shall be conducted IAW MIL STD 1472 to verify compliance with Section 3 requirement.
PDFOV-2950	Drain plugs installed in engine, transmission, transfer case, axles, and hydraulic reservoir shall be of the permanent magnet type and compliant with MIL-STD-1472 accessibility guidelines.	X	X			Inspection shall be conducted IAW TOP 2-2-505 and Testing shall be conducted IAW MIL STD 1472 to verify compliance with Section 3 requirement.
PDFOV-2952	The function of all drains, vents and valve openings shall not permit the draining fluids to adversely affect the function of or damage to any other vehicle component (i.e. battery box).		X			Testing shall be conducted IAW TOP 2-2-503 to verify compliance with Section 3 requirement.
PDFOV-2978	**3.4.5.2.3.6 PMCS**					**4.4.5.2.3.6**
PDFOV-2989	The PMCS in total shall require no more than 30 minutes to complete.		X			Testing shall be conducted using a stopwatch IAW TOP 2-2-503 and vehicle TM, to verify compliance with Section 3 requirement.
PDFOV-3007	The JLTV equipment checked as part of routing/daily maintenance checks, i.e., engine oil, coolant level, battery liquid level, etc., shall be physically accessible without the use of tools.	X	X			Inspection shall be conducted IAW TOP 2-2-505 and Testing shall be conducted IAW MIL-STD-1472 and TOP 2-2-503 to verify compliance with Section 3 requirement.
PDFOV-3038	**3.4.5.2.3.7 Automotive Filters**					**4.4.5.2.3.7**
PDFOV-3046	All filters within the JLTV for water, fuel, oil, hydraulic, pneumatic and air shall be directly accessible by the operator/maintainer/crew (with or without B-kit armor installed).		X			Testing for ease of accessibility shall be conducted IAW MIL STD 1472, paragraphs 5.9.4.5, 5.9.4.6, 5.9.9.3, 5.11.3.17.6, and 5.12.9.1.2 to verify compliance with Section 3 requirement.
PDFOV-3047	Life of all filters within the JLTV for water, fuel, oil, hydraulic, pneumatic and air shall be displayed through the diagnostic system. A time based algorithm may be used to satisfy this requirement.		X			Testing shall be conducted IAW TOP 6-2-335, paragraph 10, to verify compliance with Section 3 requirement.
PDFOV-3048	Each filter element shall be able to be changed in five (5) minutes with the use of onboard tools by the operator or crew. (T)		X			Testing shall be conducted using a stopwatch IAW TOP 2-2-503 and vehicle TM, to verify compliance with Section 3 requirement.
PDFOV-8138	Each filter element shall be able to be changed in one minute or less without the use of tools by the operator or crew. (O)		X			Testing shall be conducted using a stopwatch IAW TOP 2-2-503 and vehicle TM, to verify compliance with Section 3 requirement.
PDFOV-3043	The engine air filter system (if applicable) shall meet MIL-PRF-46736 for a 200 hour service life capacity.	X	X			Inspection shall be conducted IAW TOP 2-2-505 and Testing shall be conducted IAW MIL-PRF-46736 and TOP 2-2-819 to verify compliance with Section 3 requirement.

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PDFOV-3051	**3.4.5.2.3.7.1 Air Cleaner**					**4.4.5.2.3.7.1**
PDFOV-3053	The JLTV shall incorporate an air cleaner system that complies with the requirements of MIL-PRF-62048, Air Cleaners, Automotive, Heavy Duty and Dry Type; at the 200 hour service life.	X	X			Inspection shall be conducted IAW TOP 2-2-505 and Testing shall be conducted IAW MIL-PRF-46736 and TOP 2-2-819 to verify compliance with Section 3 requirement.
PDFOV-3055	The air filtration system shall achieve a minimum of 99.9% filtration with SAE coarse test dust.		X			Testing shall be conducted IAW TOP 2-2-506 to verify compliance with Section 3 requirement.
PDFOV-3057	The air filtration system shall achieve a minimum filtration of 99.5% with SAE fine test dust.		X			Testing shall be conducted IAW TOP 2-2-506 to verify compliance with Section 3 requirement.
PDFOV-3060	**3.4.5.2.3.8 IETM**					**4.4.5.2.3.8**
PDFOV-3097	Each DSDU shall host and operate full IETM that include operator and maintainer TM and Repair Parts and Special Tool Lists (RPSTL) for all onboard equipment, including GFE items. (O)		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-3099	The DSDU shall host and operate an embedded training system to assist the mechanic/operator in performing maintenance tasks and diagnosis. (O)		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-3103	The IETM on-platform software shall allow the operator/maintainer to view actual video coverage of Field and Sustainment Level Maintenance Tasks. (O)				X	If attempting to meet the objective requirement, an analysis shall be required to demonstrate compliance.
PDFOV-3105	The IETM on-platform software shall interoperate with the embedded diagnostic software for fault isolation and maintenance task demonstration. (O)				X	If attempting to meet the objective requirement, an analysis shall be required to demonstrate compliance.
PDFOV-6543	**3.4.5.3 Safety**					**4.4.5.3**
PDFOV-8612	The JLTV shall meet FMVSS 113 requirements for the hood and any front opening hatch/access panel that partially or fully obstructs the drivers forward view.	X				Inspection shall be conducted IAW TOP 2-2-508 to verify compliance with Section 3 requirement.
PDFOV-8504	The JLTV hood or access panels for service shall have a mechanism to hold the hood/panel open during service or maintenance.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-8613	Minimum spacing between physical controls or any adjacent obstruction shall be increased 0.3 inches from the clearances defined in MIL-STD-1472 Table VII to accommodate starting the engine, steering, driving, and operating environmental controls, C4ISR, blast restraints, and seat adjustments while wearing arctic gloves, arctic mittens, or CBRNE protective handwear.		X			Testing shall be conducted IAW MIL-STD-1472 section 5.4.3.7 to verify compliance with Section 3 requirement.
PDFOV-3161	**3.4.5.3.1 Cab Crush Protection**					**4.4.5.3.1**

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PDFOV-3162	The JLTV cab shall have a crush resistant roof capable of withstanding the JLTV's GVW (excluding GPK and RWS) when loaded IAW SAE J2422 Section 5 and 6. (T)		X			Testing shall be conducted when loaded IAW SAE 2422 Section 5 and 6 to verify compliance with Section 3 requirement. Variable "mg" shall be set equal to 1.0 GVWR. Survival space shall be determined per SAE J2422 section 10, however the 95th Hybrid III test dummy in personal equipment with the seat in the full rear, full down position shall be used in place of the 50th Hybrid III in the median position that is called out in SAE J2422.
PDFOV-8139	The JLTV cab shall have a crush resistant roof capable of withstanding 150% of the JLTV's GVWR (excluding GPK and RWS) when loaded IAW SAE 2422 Section 5 and 6. (O)		X			Testing shall be conducted when loaded IAW SAE 2422 Section 5 and 6 to verify compliance with Section 3 requirement. Variable "mg" shall be set equal to 1.5 GVWR. Survival space shall be determined per SAE J2422 section 10, however the 95th Hybrid III test dummy in personal equipment with the seat in the full rear, full down position shall be used in place of the 50th Hybrid III in the median position that is called out in SAE J2422.
PDFOV-3176	**3.4.5.3.2 Crew Restraint System**					**4.4.5.3.2**
PDFOV-3177	Each JLTV crew seat shall have a combined seat and blast restraint device.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-6920	The front and rear JLTV seats shall conform to FMVSS 207 and ADR 03/03.			X		Contractor shall provide documentation of third party certification of conformance to FMVSS 207 to verify Section 3 Requirements. Load shall be maintained for more than 1 second to satisfy the ADR 03/03 requirements.
PDFOV-3179	The blast restraints shall be a minimum of a five (5) point system (Type 3 seat belt system as defined by SAE AS8043 section 2.2.1.3).	X				Inspection IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-8506	The blast restraint shall adjust to fit small female to large male wearing combat gear and MOPP IV protection.		X			Testing shall be conducted IAW TOP 2-2-508 to verify compliance with Section 3 requirement.
PDFOV-8614	The blast restraint shall be mounted to the seat in such a manner that the mounting points move with any energy absorbing stroke of the seat.	X				Mounting locations of the belts shall be inspected IAW TOP 2-2-508 to verify compliance with Section 3 requirement.
PDFOV-8615	No belt webbing or straps shall contact or rub against any surface (such as bolts, seat mounting hardware, or metal-seat edge structure) that may cause the webbing to fray, wear, or degrade.	X				Routing of the blast restraint webbing shall be inspected IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-8140	The Type 3 blast restraint assemblies shall conform to requirements of FMVSS 209 as described for a Type 2 seat belt assembly.			X		Certification shall be provided to verify compliance to the Section 3 requirement.

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PDFOV-8616	Shoulder belts shall come off the shoulders crew at an angle from 0 degrees to the horizontal, in the XZ plane, to an upward angle not to exceed 44 percent grade (25 degrees slope).	X				Shoulder belt angle shall be measured (inspected) IAW TOP 2-2-508 to verify Section 3 requirement. The shoulder belt angle shall be measured with: 1) the 95th M Hybrid III ATD and the seat in the full rear travel, full down location; 2) the 50th Male Hybrid III in the mid travel, full down position as defined in FMVSS 208 S16.2.10.2; and 3) the 5th Female Hybrid III in the full forward, full up position.
PDFOV-8617	The minimum distance between the inside edges of the shoulder belts, as they ride at the top of the seat, shall be 7 in (18 cm).	X				Distance between the shoulder belts shall be (inspected) measured IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-8618	The shoulder belts shall be individually adjustable by means of separate emergency locking retractors (ELR).	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-8619	The shoulder belt retractor shall incorporate an Emergency Locking retractor (ELR) that meets the requirements of FMVSS 209 S4.3.(j)(2).			X		Contractor shall provide proof of FMVSS 209 Certification to verify compliance with Section 3 requirement.
PDFOV-8620	The lap belt sections shall include a mechanism to allow the crew to adjust the lap belt length.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-8621	The lap belt sections shall include a mechanism to present the belts to the crew and prevent the lap belt from being trapped in the door.	X				Inspection shall be conducted IAW TOP 2-2-508 to verify compliance with Section 3 requirement.
PDFOV-8622	Upon release of the blast restraint buckle, the shoulder belts shall release away from the body to a position within arms reach of the crew while seated.	X				Inspection shall be conducted IAW TOP 2-2-508 to verify compliance with Section 3 requirement.
PDFOV-8623	The blast restraint release mechanism shall be attached to the crotch belt.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-8624	The crotch belt shall include a manual mechanism within reach of the seated crew to allow the crew to adjust the crotch belt length.	X				Inspection shall be conducted IAW TOP 2-2-508 and MIL-STD-1472 section 5.6.3.1.4 to verify compliance with Section 3 requirement.
PDFOV-8625	The crotch belt shall pass through or over the seat 14 in (35.56 cm) to 16 in (40.64 cm) forward of the inside of the back of the seat.		X			The seats shall be tested to measure the location of the crotch strap IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-8141	The blast restraint anchorages shall conform to FMVSS 210, with the requirements for a Type 2 seat belt assembly to be met by the JLTV Type 3 blast restraint system.			X		Certification shall be provided to verify compliance to the Section 3 requirement.
PDFOV-7450	In addition to US FMVSS 207 standards the JLTV seat and blast restraint device shall pass the specifications and testing as per ADR 05/05 Anchorages for Seatbelts for NB Class Vehicles (Medium Goods Vehicles).	X		X		Inspection shall be conducted IAW TOP 2-2-505 and certification shall be provided to verify compliance with Section 3 requirement.

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PDFOV-8507	Under normal operations, the blast restraint shall be able to be donned and properly adjusted within 20 seconds when the crew is seated in the vehicle. (T)		X			Testing shall be conducted in the following manner to verify compliance with Section 3 requirement: Time to don an adjust JLTV blast restraint shall start with all personnel seated, in combat gear. Manually adjustable straps shall be in the minimum adjustment setting at start of test. Time shall end when last crew member has properly donned and adjusted blast restraint.
PDFOV-8508	Under normal operations, the blast restraint shall be able to be donned and properly adjusted within 10 seconds when the crew is seated in the vehicle. (O)		X			Testing shall be conducted in the following manner to verify compliance with Section 3 requirement: Time to don an adjust JLTV blast restraint shall start with all personnel seated, in combat gear. Manually adjustable straps shall be in the minimum adjustment setting at start of test. Time shall end when last crew member has properly donned and adjusted blast restraint.
PDFOV-8509	The blast restraint quick release mechanism shall be sized such that it can be operated while wearing cold weather or MOPP IV gloves.		X			Testing shall be conducted concurrent with testing performed as required by PDFOV-3181. For this requirement, operator shall don MOPP IV gloves and will attach and release mechanism to verify compliance with Section 3 requirement.
PDFOV-8142	The blast restraints shall not contain a "loop" that will snag the crews gear upon release of the restraint.	X	X			Inspection shall be conducted IAW TOP 2-2-505 and Testing shall be conducted IAW MIL-STD-1472 to verify compliance with Section 3 requirement.
PDFOV-3181	The blast restraint locking mechanism shall be operable by one (1) hand in one (1) direction.		X			Testing shall be conducted IAW MIL STD 1472 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3187	The blast restraint system shall allow vehicle and crew operation without hindrance or the need to loosen and/or remove the restraint.		X			Testing shall be conducted IAW MIL STD 1472 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-6849	**3.4.5.3.3 Crew Ingress**					**4.4.5.3.3**
PDFOV-6851	The crew ingress time includes the time it takes for the crew to open the door(s), step up into the JLTV, sit in assigned seat, close the door, and fully latch the blast restraint.					This is a definition and not verifiable separately.
PDFOV-6856	The total crew ingress time for a crew of four (4) shall be 30 seconds or less with crew in combat equipment.		X			Testing shall be conducted in the following manner to verify compliance with Section 3 requirement: crew in combat gear shall be located immediately outside of vehicle at planned entry door. At time zero (recorded by stopwatch), crew shall begin entry to vehicle and stopwatch shall stop when last crew is seated and blast restraints secured.
PDFOV-8626	The JLTV shall have at least one (1) step located no less than 7 in (18 cm) below the cab floor which must conform to the height, strength, and surface requirements in FMCSR 399.207.		X			Testing shall be conducted IAW FMCSR 399.207 (b) 1 and 2 (height), (b) 3 (step construction) and (b) 4 (width), and (b) 5 (strength) to verify compliance with Section 3 requirements.

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PDFOV-6850	**3.4.5.3.4 Crew Egress**					**4.4.5.3.4**
PDFOV-8627	The JLTV shall provide each crew a primary and secondary means of egress from the vehicle.	X				The means of egress will be inspected IAW TOP 2-2-508 to verify compliance with Section 3 requirement. Primary means of egress shall be the door adjacent to the crew seated position. Secondary mean is the opposite side door to which the crew has access without the need to remove or modify personal equipment or vehicle equipment.
PDFOV-3155	The JLTV (regardless of armor configuration) in combat equipment, during combat or normal operations shall be able to disengage blast restraints, open doors, and exit the vehicle within 14 seconds. (T)		X			Testing shall be conducted in the following manner to verify compliance with Section 3 requirement: Time to egress shall start with all doors locked (and combat lock engaged, if equipped), all personnel seated in blast restraints, in combat gear, and all vehicle doors closed. Time to egress shall end with all personnel outside the vehicle with their personal weapon.
PDFOV-8143	The JLTV (regardless of armor configuration) in combat equipment, during combat or normal operations shall be able to disengage blast restraints, open doors, and exit the vehicle within 10 seconds. (O)		X			Testing shall be conducted in the following manner to verify compliance with Section 3 requirement: Time to egress shall start with all doors locked (and combat lock engaged, if equipped), all personnel seated in blast restraints, in combat gear, and all vehicle doors closed. Time to egress shall end with all personnel outside the vehicle with their personal weapon.
PDFOV-7236	**3.4.5.3.5 Toxic Gases**					**4.4.5.3.5**
PDFOV-7237	**3.4.5.3.5.1 Carbon Monoxide**					**4.4.5.3.5.1**
PDFOV-7238	Personnel, while occupying, operating, or maintaining the JLTV, shall not be exposed to Carbon Monoxide (CO) concentrations emitted by the vehicle that result in Carboxyhemoglobin (COHB) blood levels greater than 10%.		X			Testing shall be conducted IAW TOP 2-2-614 to verify compliance with Section 3 requirement. COHB levels shall be calculated from MIL-HDBK-759, using work level 3 for mission activities.
PDFOV-7239	**3.4.5.3.5.2 Other Toxic Gases**					**4.4.5.3.5.2**
PDFOV-7240	Nitrogen dioxide, ether, ammonia, nitric oxide and sulfur dioxide emitted by the JLTV shall be limited to concentrations not to exceed those specified in the Threshold Limit Values for Chemical Substances in Work Air by the American Conference of Governmental Industrial Hygienists.		X	X		Certification and Testing shall be required to support verification of the requirement. Testing will be conducted per TOP 2-2-614.
PDFOV-3131	**3.4.5.4 Human Systems Integration / Manpower and Personnel Integration**					**4.4.5.4**
PDFOV-3132	**3.4.5.4.1 Human Factor Engineering**					**4.4.5.4.1**
PDFOV-8628	Small Female is defined as the set of anthropometric dimensions for the Small Overall Female in Annex N.					This is a definition and not verifiable separately.

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PDFOV-8629	Large Male is defined as the set of anthropometric dimensions for the Large Male in Annex N.					This is a definition and not verifiable separately.
PDFOV-8630	Average Male is defined as the set of anthropometric dimensions for the Average Size Male in Annex N.					This is a definition and not verifiable separately.
PDFOV-3138	All JLTV configurations, including right hand drive operation configuration, shall ensure functionality, ease and safety of operation for all functions performed by operational and maintenance personnel based on 5th percentile female through 95th percentile male.				X	Analysis shall be provided to demonstrate compliance with Section 3 requirement.
PDFOV-1572	The JLTV shall comply with the MIL-STD-1474 Table 2 "Category C" steady state noise limits at all crew locations. If steady state noise levels are 85dBA or greater, noise hazard cautions signs and hearing protection are required.		X			Testing shall be conducted IAW TOP 1-2-608 with ventilation systems running at high setting to verify compliance with Section 3 requirement. Testing shall be conducted with vehicle doors closed and both with the gunner's hatch opened and with the gunner's hatch closed. Noise limits shall be measured under the conditions as stated in MIL-STD-1474.
PDFOV-913	**3.4.5.4.1.1 Heating, Ventilation, Air Conditioning and Defroster**					**4.4.5.4.1.1**
PDFOV-914	**3.4.5.4.1.1.1 Heater**					**4.4.5.4.1.1.1**
PDFOV-916	The heater shall be capable of raising the crew compartment temperature from -25°F (- 32°C) to 41°F (5 °C) within 60 minutes after the heater has been turned on IAW para 5.12.6.1 of MIL-STD-1472F. (T)		X			Testing shall be conducted IAW TOP 2-2-708 and SAE J1503 to verify compliance with Section 3 requirement.
PDFOV-8146	The heater shall be capable of raising the crew compartment temperature from -25°F (-32°C) to 65°F (18 °C) within 60 minutes after the heater has been turned on IAW para 5.12.6.1 of MIL-STD-1472F. (O)		X			Testing shall be conducted IAW TOP 2-2-708 and SAE J1503 to verify compliance with Section 3 requirement.
PDFOV-8147	The heater shall be capable of raising the crew compartment temperature from -40°F (-40°C) to 41°F (5°C) within 60 minutes after the heater has been turned on. An arctic kit may be used to assist the JLTV heating system to achieve the threshold. (T)		X			Testing shall be conducted IAW TOP 2-2-708 and SAE J1503 to verify compliance with Section 3 requirement.
PDFOV-8148	The heater shall be capable of raising the crew compartment temperature from -40°F (-40°C) to 65°F (18°C) within 60 minutes after the heater has been turned on. An arctic kit may be used to assist the JLTV heating system to achieve the threshold. (O)		X			Testing shall be conducted IAW TOP 2-2-708 and SAE J1503 to verify compliance with Section 3 requirement.
PDFOV-937	**3.4.5.4.1.1.2 Ventilation**					**4.4.5.4.1.1.2**
PDFOV-922	The control of the air flow from blower shall operate independent of the heater and air condition temperature controls.		X			Testing shall be conducted IAW TOP 2-2-650 will be conducted to verify compliance to the Section 3 requirement.

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PDFOV-920	The JLTV individual vents/ducts shall have hand moveable controls to adjust the amount of air output and position the air flow in a range from directly on crew to completely off crew.		X			Testing shall be conducted IAW MIL STD 1472 and TOP 2-2-650 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-6989	The JLTV ventilation system shall comply with the ventilation system performance requirements in MIL-STD-1472F section 5.12.6.2, and have the capability to adjust the origin of air flow from 100% fresh air to nearly 100% recirculated air.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8631	The JLTV shall include a mechanism to exhaust a minimum of 50% of the maximum inflowing airflow volume provided by the HVAC system at 1 inch H2O interior pressure, with all doors and hatches closed.		X			Testing shall be conducted IAW TOP 1-2-807 and MIL-STD-1472 to verify compliance with Section 3 requirement. The air flow entering and exiting the crew compartment shall be measured. The flow rating exiting the crew compartment must be greater than 50% of the flow rate entering the crew compartment.
PDFOV-8632	The exhaust path location(s) shall be in a negative pressure area and secure from water, fume, dust, and debris intrusion.	X				The location and design of the air exhauster shall be inspected to verify compliance with Section 3 requirement.
PDFOV-927	**3.4.5.4.1.1.3 Air Conditioning**					**4.4.5.4.1.1.3**
PDFOV-928	The JLTV air conditioning system after initial cool down (as defined in PDFOV-8150) shall be capable of maintaining average temperature of not greater than 85°F (30°C) at any seating position after 60 minutes from initial cool down final temperature.		X			Testing shall be conducted IAW SAE J1503 and MIL-STD-810G to verify compliance with Section 3 requirement. This test will be conducted immediately following PDFOV-6987.
PDFOV-6987	The JLTV air conditioning system shall be capable of lowering the crew compartment temperature from 120°F (49°C) with 1120 W/m2 solar load to 85°F (30°C) within 60 minutes after the air conditioner is turned on IAW para 5.12.6.4 of MIL-STD-1472. (T)		X			Testing shall be conducted IAW SAE J1503 and MIL-STD-810G to verify compliance with Section 3 requirement.
PDFOV-8150	The JLTV air conditioning system shall be capable of lowering the crew compartment temperature from 120°F (49°C) with 1120 W/m2 solar load to 85°F (30°C) within 40 minutes after the air conditioner is turned on IAW para 5.12.6.4 of MIL-STD-1472. (O)		X			Testing shall be conducted IAW SAE J1503 and MIL-STD-810G to verify compliance with Section 3 requirement.
PDFOV-932	The JLTV air conditioner shall operate using refrigerant with a global warming potential (GWP) less than or equal to 1300 over a 100 year time horizon IAW IPCC Third Assessment Report: Climate Change 2001. (T)			X		Certification shall be provided to verify compliance with Section 3 requirement.
PDFOV-8151	The JLTV air conditioner shall operate using refrigerant with a GWP less than or equal to 10 over a 100 year time horizon IAW IPCC Third Assessment Report: Climate Change 2001. (O)			X		Certification shall be provided to verify compliance with Section 3 requirement.

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PDFOV-8163	All refrigerant connections, hose joints, and seals refrigerant permeation shall be less than 1.5kg/m2/year @ 176°F (80°C) testing per SAE J2064.		X			Testing shall be conducted IAW TOP 2-2-819 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-923	**3.4.5.4.1.1.4 Defroster**					**4.4.5.4.1.1.4**
PDFOV-924	The frontal transparent armor shall be capable of being defrosted within 30 minutes IAW SAE J381 (exception: ambient temperature shall be at -40°F (-40°C) with arctic heater kit and -25°F (-32°C) without arctic heater kit) and with the crew allowed to manually assist.		X			Testing shall be conducted IAW MIL-STD-1180B requirement 103.1 and SAE J381, to verify compliance with Section 3 requirement. Scraping shall not be a part of "manual assistance".
PDFOV-7430	**3.4.5.4.1.1.5 Integration**					**4.4.5.4.1.1.5**
PDFOV-7431	The JLTV airflow controls and distribution system shall incorporate variable airflow for crew space air distribution, with no less than three (3) (e.g. off, low, and high) selectable airflow settings (speed). (T)		X			Testing shall be conducted IAW MIL STD 1472 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-8152	The JLTV airflow and control distribution system shall incorporate variable airflow for crew space air distribution, with no less than four (4) (e.g. off, low, med and high) selectable airflow settings (speed). (O)		X			Testing shall be conducted IAW MIL STD 1472 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-8153	The JLTV airflow and control distribution system shall provide directional airflow for the crew.		X			Testing shall be conducted IAW MIL STD 1472 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3147	**3.4.5.4.2 Crew Compartment**					**4.4.5.4.2**
PDFOV-6921	**3.4.5.4.2.1 Interior Occupant Protection**					**4.4.5.4.2.1**
PDFOV-6923	The interior components of the JLTV shall not have sharp edges (radius of curvature must be >3.2 mm).	X	X			Inspections shall be conducted IAW TOP 2-2-505 during design reviews (via drawing reviews, etc.) to verify that the Section 3 requirement is included as a design criteria for the JLVT vehicle. Additionally, Testing shall be conducted IAW MIL STD 1472 to verify compliance with Section 3 requirement.
PDFOV-8633	Components within the crew compartment shall meet the flammability requirements of FMVSS 302.			X		Contractor shall provide proof of certification to FMVSS 302 requirements IAW TP-302-03 to verify compliance with Section 3 requirement.
PDFOV-3163	**3.4.5.4.2.2 Seating**					**4.4.5.4.2.2**
PDFOV-3165	The driver seat shall be individually adjustable while in the seat without the use of tools fore and aft and up and down to accommodate the height of a Small Female to Large Male. (T)	X	X			Inspection shall be conducted IAW TOP 2-2-505 and Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8154	All seats shall be individually adjustable while in the seat without the use of tools fore and aft and up and down to accommodate the height of a Small Female to Large Male. (O)	X	X			Inspection shall be conducted IAW TOP 2-2-505 and Testing shall be conducted to verify compliance with Section 3 requirement.

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PDFOV-3169	Each seat and restraint system on the JLTV shall be designed to accommodate a crew wearing MOPP IV, cold weather protective clothing and full combat Individual Body Armor (IBA) to include headgear and Load Bearing Equipment (LBE). Crew weights per MIL-STD-1366.		X			Testing shall be conducted IAW MIL STD 1472 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-7031	All seats shall recline a sufficient amount such that a crew wearing full body armor will not be seated in a position where his upper body leans forward beyond an upright, vertical position.		X			Testing shall be conducted IAW MIL STD 1472 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-8634	All seats shall include measures to reduce transfer of blast energy to crew, including barriers to preclude intentional or unintentional stowage in locations that would reduce the seat blast attenuation functionality.					
PDFOV-8635	All seats shall be designed to automatically recover stroke distance and reset for a second attenuation between the primary blast and 'slam-down' deceleration. (O)					
PDFOV-8636	Blast attenuation measures shall be incorporated into the floor space beneath each seating location. Such measures shall cover the entire surface of the floor where the crew may naturally place his or her feet for comfort and stability.					
PDFOV-6924	**3.4.5.4.2.3 Seat Head Restraints**					**4.4.5.4.2.3**
PDFOV-6925	The head restraints shall be provided at each designated seating.	X				Inspection IAW TOP 2-2-508 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-8155	The head restraint, when adjusted to its fully extended design position, and measured parallel to the torso line, the top of the head restraint must not be less than 700 mm above the seating reference point.		X	X		Contractor shall provide third party certification that the head restraint meets the Section 3 requirement when tested IAW FMVSS TP-202-08 Laboratory Test Procedure for FMVSS 202 Head Restraints.
PDFOV-8156	The head restraint, when adjusted to its fully extended design position, and measured either 64 mm below the top of the head restraint or 635 mm above the seating reference point (which ever is greater), the lateral width of the head restraint must be not less than 170 mm.		X	X		Contractor shall provide third party certification that the head restraint meets the Section 3 requirement when tested IAW FMVSS TP-202-08 Laboratory Test Procedure for FMVSS 202 Head Restraints.
PDFOV-8157	The back set (distance from the head/helmet to the head restraint) when the head restraint is adjusted to its fully extended height shall not exceed 100 mm.		X	X		Contractor shall provide third party certification that the head restraint meets the Section 3 requirement when tested IAW FMVSS TP-202-08 Laboratory Test Procedure for FMVSS 202 Head Restraints.
PDFOV-3170	**3.4.5.4.2.4 Re-configurable/Removable Seats**					**4.4.5.4.2.4**

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PDFOV-3171	The JLTV shall be fitted with removable/re-configurable rear seats that the vehicle operator can remove/reconfigure with on-board tools. (O)	X	X			Inspected and Tested IAW MIL STD 1472 and TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3175	The JLTV crew compartment of the four (4) crew variant shall be capable of safely securing one Talon II litter (NSN 6530-01-504-9051) with patient in support of non-standard casualty evacuation. The seats can be reconfigured and the handles of the Talon II folded to allow the Talon II and occupant to be transported. (O)		X			Testing shall be conducted IAW TOP 2-2-508 to determine that the Talon II litter can be secured inside the vehicle, and can support and restrain a 95% male without injury due to contact with other interior components. A Hybrid III 95% male ATD dressed in personal equipment shall be placed on the Talon II litter in a supine position. The occupied litter shall be installed and secured in the vehicle. No part of the ATD test device or litter sling shall come in contact with components in the vehicle, other than those components used to support and secure the litter.
PDFOV-3188	**3.4.5.4.2.5 Frontal Transparent Armor and Windows**					**4.4.5.4.2.5**
PDFOV-3190	Frontal transparent armor and windows shall satisfy optical requirements listed in ATPD 2352, paragraph 3.4.		X			Testing shall be conducted to verify optical performance. Luminous transmittance shall be determined IAW MIL-DTL-62420. Haze shall be measured IAW ASTM D1003. Optical deviation shall be determined using the methods specified in ASTM F801-96. Optical distortion shall be measured IAW ASTM F2156.
PDFOV-3194	The JLTV visors or other means that are stowed above the frontal transparent armor and can be manually rotated downward to provide coverage across the entire width of the frontal transparent armor or side transparent armor to block sunlight and reduce sun exposure shall be provided.		X			Testing shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-3196	Visors shall have a mechanical detent to prevent movement while in the stowed position.	X	X			Inspected and Tested IAW MIL STD 1472 and TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3201	**3.4.5.4.2.6 Frontal Transparent Armor Wipers and Washers**					**4.4.5.4.2.6**
PDFOV-3202	The JLTV shall be equipped with multi-speed frontal transparent armor wipers with an adjustable, intermittent wiper setting.	X	X			Inspected and Tested IAW SAE J198 and FMVSS 104 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-8158	The JLTV shall be equipped with frontal transparent armor washing system.	X	X			Inspected and Tested IAW SAE J198 and FMVSS 104 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3204	A minimum size of 3-qt (2.8 l) washer reservoir compatible with cleaner and appropriate additives for the climatic conditions for destination shall be furnished.	X	X			Inspected and Tested IAW SAE J198 and FMVSS 104 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3206	Frontal transparent armor wipers and washers shall conform to FMVSS 571.104 and SAE J198, and be compatible to all thicknesses of windshield transparent armor protection.	X	X			Inspected and Tested IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.

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PDFOV-3213	**3.4.5.4.2.7 Cab Floor Drains**					**4.4.5.4.2.7**
PDFOV-3220	The JLTV shall be designed to prevent unintended accumulation and containment of fluids and other materials, while maintaining crew protection performance against PD Annex E threats.	X	X			Testing and inspection shall be conducted by performing grit trough Testing shall be conducted IAW with the following procedure: 1) The JLTV shall pass through a grit trough four times each at three different speeds for a total of 12 passes, within its range of service operation. 2) Next, the JLTV shall be evenly sprayed from the top and sides with 20 gal (76 liters) of water over a period of 10 minutes. 3) Then, the JLTV shall be pressure washed with fresh water using Armed Forces routine maintenance tools, equipment, and procedures. 4) Then, the JLTV shall be moved to a controlled environment, 77 ñ 2.75 °F (25 ñ 5 °C) and 70 ñ 10% relative humidity, in its normal storage orientation. After 3 hours , an inspection shall reveal no evidence of standing water or collection of deposits. NOTE: The grit trough shall be approximately 75 ft (23 m) long and contain a mixture of water and fine particles (including sand, fire clay, and limestone dust) at a ratio of 6:1. The depth of the mixture shall be a minimum of 4 in (102 mm). This test fulfills the drainage requirement of TOP 2-2-802.
PDFOV-3231	**3.4.5.4.2.8 M4/M16/F88 AUSTEYR Rifle Mounting**					**4.4.5.4.2.8**
PDFOV-3232	The JLTV shall provide stowage capable of accepting all versions of the M4, M16, and F88 AUSTEYR rifles. The mounted rifles shall not interfere with vision, operation of vehicle controls, or vehicle ingress/egress, and shall be accessible to crew without hindrance or the need to loosen and/or remove the seat restraint.		X			Testing shall be conducted IAW TOP 2-2-802 to verify compliance with Section 3 requirement.
PDFOV-7069	The JLTV shall provide stowage of one rifle per crew member.		X			Testing shall be conducted IAW MIL STD 1472 to verify compliance with Section 3 requirement.
PDFOV-3235	**3.4.5.4.2.9 Beverage Holders**					**4.4.5.4.2.9**
PDFOV-3236	The JLTV shall be equipped with rugged, cup holders for the driver and commander that are capable of holding containers in the range of a standard 12 ounce aluminum soda pop can to a 24 ounce plastic soda pop bottle. (O)		X			Testing shall be conducted IAW MIL STD 1472 to verify compliance with Section 3 requirement.
PDFOV-3242	**3.4.5.4.2.10 Rear View Mirrors**					**4.4.5.4.2.10**
PDFOV-3243	The exterior rearview mirrors shall conform to A-A-52432, FMCSR 393.80, FMVSS 111 (S5.2.2 adjustment requirements shall apply to all exterior rearview mirrors), and ADR 14/02.		X			Testing shall be conducted IAW TOP 3-2-812 will be conducted to verify compliance to the Section 3 requirement.

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PDFOV-8637	The exterior mirrors shall resist damage from impacts with brush and other obstacles consistent with the OMS/MP.	X	X			Testing and inspection shall be conducted by performing the pendulum tests specified in ADR 14/02 to verify compliance with Section 3 requirement.
PDFOV-8159	The exterior rearview mirrors shall incorporate a convex mirror on the lower portion of each side mirror.		X			Testing shall be conducted IAW TOP 3-2-812 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-8487	The mirror mounts shall be of sufficient strength to prevent failure of the mounting during any performance or RAM testing.					
PDFOV-3244	**3.4.5.4.2.11 Stowage**					**4.4.5.4.2.11**
PDFOV-3245	The stowage space with latching device to utilize a standard military padlock shall be provided to accommodate BII, publications (operator, hand receipt and warranty) and operator's Common Table of Allowances (CTA) 50-900 personal clothing and equipment.	X				Inspect IAW MIL TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-6548	In addition to the storage of BII items and tools called out in this specification, the JLTV shall have a minimum of 60 cubic feet of additional storage, with the minimum size additional storage area no less than 4 cubic ft, be weather protected and securable suitable for the storage of personal gear, sleeping bags, non-mounted mission equipment and other supplies in a location that does not hinder ingress/egress, JLTV operation or mission functions.	X	X			Inspect and Testing shall be conducted IAW TOP 2-2-505 and 2-2-815 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3251	Provisions shall be included that inhibit contents of BII from obstructing the drain holes.	X	X			Inspect and Testing shall be conducted IAW TOP 2-2-802 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3280	**3.4.5.4.2.12 Door and Entry Point Operation**					**4.4.5.4.2.12**
PDFOV-3281	All JLTV doors and entry points shall self latch securely in the closed position without occupant input above and beyond effort needed to close door.	X				Inspect IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-8638	The JLTV door latch shall meet FMVSS 206 requirements.			X		Proof of third party certification from the latch manufacturer to FMVSS 206 IAW SAE J839 shall be provided to verify compliance with Section 3 requirement.
PDFOV-8639	From inside the vehicle the crew shall be able to release the automotive lock and open the door/hatch by a single operation.		X			Latch/lock function shall be tested IAW TOP 2-2-505 to verify compliance with Section 3 requirement.

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PDFOV-8640	The JLTV door system (including all components) shall not require service (other than cleaning and lubrication) prior to the scheduled major overhaul or Army Force Generation (ARFOGEN) cycle (currently defined as 6 years or 66,000 miles based on the annual mileage OMS/MP version 2.1 section 4.3), with 90% reliability at 90% confidence level.		X			Door system shall be cycle tested to verify compliance with Section 3 requirement. The door system and sub-systems shall demonstrate reliability greater than 90% at a 90% confidence level when tested to 20,000 cycles (based on 6 year major overhaul plan). The cycles shall include 4,000 cycles at hot temperature (120ø F) IAW MIL-STD-810 Method 501.5, 4,000 at cold temperature (-40ø F) IAW MIL-STD-810 Method 502.5, 1,000 hot with dust (mixture based on the GM Arizona Dust specification and in accordance with MIL-STD- 810 Method 510.5) , 500 mud slurry, 500 abusive slams with system on a 40% side slope surface, and the remaining at standard ambient temperature. For manually closed doors the standard closing velocity shall be 0.25 m/sec and abusive slam shall be 0.5 m/sec. For doors systems with powered opening/closing systems the door closing velocity shall be that of the normal operation of the power system that permits the JLTV Egress requirements to be met. Door must close without requiring adjustment of the door, hinges, linkages, striker, or latch mechanism.
PDFOV-8511	All JLTV entry doors and hatches shall be sealed to minimize sand, dust, and water intrusion.		X			Testing shall be conducted IAW TOP 2-2-815 (rain) and 02-2-819 (sand & dust) to verify compliance with Section 3 requirement. Seals shall have no more than a class I leak during testing.
PDFOV-8512	The JLTV shall have jam resistant doors such that the crew can open at least one door or hatch and escape the vehicle after a roll-over, IED, or mine strike event .		X			Means of egress shall be tested IAW TOP 2-2-508 and ITOP 2-2-617 to verify Section 3 compliance. Crew shall be able to access defined points of egress without removal/modification of personal gear or equipment within the vehicle. At least one means of egress for each crew shall be able to be opened after a mine or IED threat event defined in Annex E and the rollover test.
PDFOV-8513	The JLTV doors that use a powered assist mechanism shall provide safety feature(s) to prevent pinch/entrapment of users during closing operations.		X			Door assist shall be tested IAW TOP 2-2-508 to verify compliance with Section 3 requirement. A surrogate finger (3/8 in (9 mm) wooden dowel rod or equivalent) shall be placed in the path of the closing door. The door assist system shall reverse the direction of the door to prevent the finger from being crushed or entrapped.
PDFOV-3283	All JLTV doors and entry points shall be capable of being locked from the inside.	X				Inspect IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-8161	All JLTV doors and entry points shall be capable of being unlocked from the outside with rescue tool per drawing part number 6437086.		X			Testing shall be conducted IAW TOP 2-2-508 to verify compliance with Section 3 requirement.

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PDFOV-3285	Provision shall be made to prevent inadvertent actuation of door and entry point handles while entering or leaving the platform, performing routine mission duties, or performing maintenance on the platform.	X				Inspect IAW MIL STD 1472 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-6910	The JLTV crew doors with and without B-kit armor shall be equipped with an external ring/eye, as a rescue provision for First Responders to remove/open any of the doors in the event of a combat emergency situation.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-8641	The JLTV crew doors shall include a mechanism to hold the door in the full open position when the vehicle is stopped on longitudinal slopes up to 60 percent grade (34 degrees slope) and on side slope up to 40 percent grade (23 degrees slope) and may include the use of a vehicle self leveling feature.		X			Testing shall be conducted IAW TOP 1-2-610 to verify compliance with Section 3 requirement. Doors will be opened to the full open position and must maintain the full open position. The use of SAES self leveling feature and/or door assist (if fitted) may be used to meet this requirement.
PDFOV-8642	The force required to release the door hold open mechanism shall not exceed 20 lb (9 kg).		X			Testing shall be conducted IAW TOP 1-2-610 to verify compliance with Section 3 requirement.
PDFOV-3287	The JLTV crew doors, without B-kit armor installed, shall be capable of being opened and closed by 5th-95th percentile military personnel on 60 percent grade (34 degrees slope) (facing up and down) and on 40 percent grade (23 degrees slope) side slope without injury or vehicle damage. This requirement applies to all other vehicles entrance/exit point as well.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-6940	The JLTV crew doors, without B-kit armor installed, shall be capable of being opened and closed by 5th-95th percentile crew on 30 percent grade (17 degrees slope) (facing up and down) and side slopes without injury or vehicle damage. This requirement applies to all other vehicles entrance/exit point as well. (T)		X			Testing shall be conducted IAW MIL STD 1472 and TOP 2-2-610 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-8162	The JLTV crew doors, without B-kit armor installed, shall be capable of being opened and closed by 5th-95th percentile crew on 40 percent grade (23 degrees slope) (facing up and down) and side slopes without injury or vehicle damage. This requirement applies to all other vehicles entrance/exit point as well. (O)		X			Testing shall be conducted IAW MIL STD 1472 and TOP 2-2-610 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-8643	The JLTV hatches shall include a mechanism to hold the hatch in the full open position during operations, including operation on longitudinal slopes (facing up and down) up to 60 percent grade (34 degrees slope) and on side slopes up to 40 percent grade (23 degrees slope).		X			Testing shall be conducted IAW TOP 1-2-502 to verify compliance with Section 3 requirement. Hatches will be opened to the full open position and must maintain the full open position during operations, including on longitudinal and side slopes.

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PDFOV-8644	The force required to release the hatch hold open mechanism shall not exceed 20 lb (9 kg).		X			Testing shall be conducted IAW TOP 1-2-610 to verify compliance with Section 3 requirement.
PDFOV-8645	The driver, while seated and restrained, shall be able to maintain 180 degree visibility, with and without B-kit armor, unaided by any mechanical or electronic devices. The driver may use the full range of motion allowed by the blast restraint system.		X			Testing shall be conducted IAW TOP 3-2-812, para. 4.3, to verify compliance with Section 3 requirement.
PDFOV-8646	The driver, while seated and restrained, shall be able to maintain 220 degree visibility, with and without B-kit armor, with the aid of mechanical devices. The driver may use the full range of motion allowed by the blast restraint system.		X			Testing shall be conducted IAW TOP 3-2-812, para. 4.3, to verify compliance with Section 3 requirement.
PDFOV-8647	With the gunner's hatch closed, the crew, while seated and restrained, shall collectively be able to maintain 270 degree visibility, with and without B-kit armor, unaided by any mechanical or electronic devices. The crew may use the full range of motion allowed by the blast restraint system.		X			Testing shall be conducted IAW TOP 3-2-812, para. 4.3, to verify compliance with Section 3 requirement.
PDFOV-940	With the gunner's hatch closed, the crew, while seated and restrained, shall be able to maintain 360 degree visibility, with and without B-kit armor, with the aid of mechanical or electronic devices. The crew may use the full range of motion allowed by the blast restraint system. Use of a back-up camera is allowable to meet this requirement.		X			Testing shall be conducted IAW TOP 3-2-812, para. 4.3, to verify compliance with Section 3 requirement.
PDFOV-8648	The JLTV crew compartment shall allow the driver and commander, while seated and restrained, to view the ground at all distances beyond 30 ft (9 m) in front of the vehicle, unaided by any electronic or mechanical devices, while at the operational ride height. The crew may use the full range of motion allowed by the blast restraint system. (T)		X			Testing shall be conducted IAW TOP 3-2-812, para. 4.3, to verify compliance with Section 3 requirement.
PDFOV-8649	The JLTV crew compartment shall allow the driver and commander, while seated and restrained, to view the ground at all distances beyond 10 ft (3 m) in front of the vehicle, without the aid of electronic or mechanical devices, while at the operational ride height. The crew may use the full range of motion allowed by the seat restraint system. (O)		X			Testing shall be conducted IAW TOP 3-2-812, para. 4.3, to verify compliance with Section 3 requirement.
PDFOV-8650	The JLTV crew compartment shall allow the driver and commander, while seated and restrained to view the ground at all distances beyond 5 ft (1.5 m) in front of the vehicle, with the aid of mechanical devices.		X			Testing shall be conducted IAW TOP 3-2-812, para. 4.3, to verify compliance with Section 3 requirement.

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PDFOV-8651	The JLTV crew compartment shall allow the crew, while seated and restrained, to view the ground beyond 5 ft (1.5 m) in front of each vehicle door, without the aid of electronic or mechanical devices, while at the operational ride height with the door closed. The crew may use the full range of motion allowed by the blast restraint system.		X			Testing shall be conducted IAW TOP 3-2-812, para. 4.3, to verify compliance with Section 3 requirement.
PDFOV-8652	The JLTV crew compartment shall allow the crew, while seated and restrained, to view the ground directly in front of each vehicle door, with the aid of mechanical devices with the door closed. The crew may use the full range of motion allowed by the blast restraint system.		X			Testing shall be conducted IAW TOP 3-2-812, para. 4.3, to verify compliance with Section 3 requirement.
PDFOV-7278	The JLTV-T shall be visible from the driver's position when tracking directly behind the JLTV.		X			Testing shall be conducted IAW TOP 3-2-812 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-8353	When towed on level primary roads, the JLTV-T and the JLTV shall be capable of maintaining posted speed limits and conform to Federal Motor Carrier Safety Regulation 393.70 which limits trailer oscillation.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-7451	**3.4.5.4.2.13 Organic Material**					**4.4.5.4.2.13**
PDFOV-7452	The JLTV components that are susceptible to ingress of insects, seeds and micro-organisms (i.e. components made of organic materials) shall be replaceable.					
PDFOV-3394	**3.4.5.5 Vehicle Security**					**4.4.5.5**
PDFOV-3395	The JLTV shall have a means to provide vehicle security (e.g., door locks, locking hatches and fuel tanks, etc.).	X				Inspect IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3379	**3.4.5.6 Paint and Corrosion**					**4.4.5.6**
PDFOV-6573	**3.4.5.6.1 Paint**					**4.4.5.6.1**
PDFOV-6574	The JLTV interior and exterior shall be cleaned, pretreated, primed, and top coated IAW MIL-DTL-53072, using primer MIL-P-53030, MIL-DTL-53084, A-A-52474 , or an ARL-approved powder coat, and topcoat MIL-DTL-64159 Type II. For A-A-52474 primer, apply a topcoat dry film thickness that is greater than or equal to 50.8 µm (2.0 mils) and less than or equal to 63.5 µm (2.5 mils).			X		Certification shall be provided to verify compliance with Section 3 requirement.
PDFOV-3384	**3.4.5.6.2 Corrosion Resistance**					**4.4.5.6.2**

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PDFOV-3385	The JLTV shall meet its OMS/MP without functional corrosion failures throughout its 20 year service life, with JLTV scheduled cleaning, maintenance, storage, and shipping procedures.		X		X	Testing shall be conducted IAW TOP 1-2-502; except for 4.2.1.d. The contractor shall provide all spare parts needed to keep the vehicle running throughout the duration of the test. Test and analyze the material for 176 cycles IAW the United States Army and Marine Corps Systems Command Test Operations Procedure for Development of a Corrosion / Durability Road Test for Tactical Vehicles per the following acceptance criteria: * All components remain functional throughout the test duration. * 8 cycles per year service life * No failures above Stage 2, TACOM rating NOTE: TACOM corrosion stage ratings are available in TM 38-470 Storage and Maintenance of Army Prepositioned Stock Materiel
PDFOV-6941	**3.4.5.7 Markings and Data Plates**					**4.4.5.7**
PDFOV-6942	**3.4.5.7.1 Markings**					**4.4.5.7.1**
PDFOV-6943	The JLTV shall be marked IAW MIL-STD-642.	X				Inspect IAW MIL STD 642 and TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-8160	All painted markings shall be IAW with MIL-DTL-64159.	X				Inspect IAW MIL STD 642 and TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-6944	**3.4.5.7.2 Data Plates**					**4.4.5.7.2**
PDFOV-6945	Instruction, caution, identification, operating and data plates shall be provided IAW A-A-50271 and installed in a readily visible location.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-6951	The JLTV shall have a weight classification sign installed IAW TB 43-0147.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-3440	**3.4.5.8 Kits**					**4.4.5.8**
PDFOV-3441	The JLTV and JLTV-T shall operate IAW the specification requirements after installation of and use of the kits specified herein.					This is a definition and not verifiable separately.
PDFOV-8164	The JLTV and JLTV-T shall be furnished with the interface requirements for the kits, such as predrilled holes, electrical hook-up, hole accesses, coolant ports for heater and etc.	X				Inspect IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-8165	The JLTV and JLTV-T shall have space and power allocation to accept installation of all or any combination of the kits described	X				Inspect IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.

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	herein.					
PDFOV-3442	**3.4.5.8.1 Kit Installation**					**4.4.5.8.1**
PDFOV-3443	Each kit, shall not take longer than four (4) man-hours to initially install at Field Level maintenance and subsequent installation shall be completed by the operator within 2 hours. (T)		X			Testing shall be conducted IAW MIL STD 1472 to verify compliance with Section 3 requirement.
PDFOV-3446	**3.4.5.8.2 Engine Arctic Kit**					**4.4.5.8.2**
PDFOV-3447	The JLTV shall provide an Engine Arctic Kit IAW the Operating Parameters of this ATPD (if kitted).	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-3400	**3.4.5.8.3 Winch Kit**					**4.4.5.8.3**
PDFOV-8167	The JLTV shall be equipped with a winch mounting/receiver and power supply provisions located at the front of the vehicle.	X				Inspect IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3401	The Winch Kit shall consist of the winch kit with cable, chain, shackle, and snatch block.	X				Inspect IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3409	The winch and winch accessories shall be able to withstand and overcome loads equal to 1.5 times the GVWR of the JLTV. (T)		X			Tested IAW TOP 2-2-712 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-8168	The winch and winch accessories shall be able to withstand and overcome loads equal to two (2) times GVWR of the JLTV. (O)		X			Tested IAW TOP 2-2-712 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3411	The winch cable shall be long enough to reach an anchor 45 feet from the JLTV and return (using the snatch block) to enable self-recovery with a 2:1 mechanical advantage. (T)		X			Testing IAW TOP 2-2-712 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-8169	The winch cable shall be long enough to reach an anchor 75 feet from the JLTV and return (using the snatch block) to enable self-recovery with a 2:1 mechanical advantage. (O)		X			Testing IAW TOP 2-2-712 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3415	The Winch Kit shall provide control for outside-vehicle operations.		X			Testing IAW TOP 2-2-712 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-7433	The Winch Kit shall receive all electrical power from the vehicle power management/distribution system.		X			Testing IAW TOP 2-2-712 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-8486	The winch shall meet the specifications in SAE J706 Section 4.	X	X			Compliance with Section 3 requirements (SAE J706 Section 4) shall be verified as follows: 4.1 - Inspection IAW TOP 2-2-505, 4.2 - Testing shall be conducted IAW TOP 2-2-712, 4.3 - Inspection IAW TOP 2-2-505 (some disassembly may be required), 4.4 - Inspection IAW TOP 2-2-505 (some disassembly may be required), 4.5 - Test (measurement of wire rope and drum diameter).

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PDFOV-8653	The winch shall include an overload protection feature which ensures that the maximum permissable pull of the winch system cannot be exceeded.		X			Testing shall be conducted IAW TOP 2-2-712 Section 4.2 to verify Section 3 requirement.
PDFOV-8170	**3.4.5.8.4 Flat Tow Kit**					**4.4.5.8.4**
PDFOV-8171	The JLTV shall be capable of receiving a Flat Tow Kit (that includes a light towbar and pin assemblies, all specified in TM 9-4910-593-12P) to successfully tow like vehicles.	X				Inspect IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-2850	**3.4.5.8.5 Convoy Warning Light Kit**					**4.4.5.8.5**
PDFOV-2852	The JLTV shall be capable of mounting and connecting a commercial, yellow strobe type LED convey warning light, per NSN 2590-01-107-9696, suitable for operation in all locations.	X				Inspect IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-1573	**3.4.5.8.6 LVOSS Kit**					**4.4.5.8.6**
PDFOV-1574	**3.4.5.8.6.1 Installation of LVOSS Components**					**4.4.5.8.6.1**
PDFOV-1575	The JLTV shall have the ability to install the LVOSS kit consisting of up to four (4) Discharger, Grenade, Smoke, Countermeasure: Lightweight, M7 (NSN 1040-01-454-1625), with associated grenades, arming/firing unit (AFU), mounting brackets and hardware.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with the Section 3 requirement for LVOSS receptacles and mounting brackets for four (4) M7's and AFU.
PDFOV-6889	**3.4.5.8.6.1.1 Dischargers**					**4.4.5.8.6.1.1**
PDFOV-6890	The M7 dischargers installed on the JLTV shall not impair the vehicle operational capabilities.		X			Turret/weapons station, operation and gunner's hatch function, with LVOSS dischargers installed, shall be verified through testing to ensure no degradation in performance, to verify compliance with Section 3 requirements.
PDFOV-8088	The M7 dischargers shall not obstruct the crews field of view from normal operation.		X			Testing shall be conducted IAW TOP 3-2-812 to verify compliance with Section 3 requirement.
PDFOV-1578	**3.4.5.8.6.1.2 Electrical Interface**					**4.4.5.8.6.1.2**
PDFOV-1579	The JLTV shall be equipped with an integral electrical interface to connect the M7 discharger(s) to the appropriate AFU when kit is installed.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with the Section 3 requirement for M7 integral electrical interface.
PDFOV-8089	The M7 electrical interface shall be compatible with the overall JLTV electronic/data architecture.		X			Test will consist of mounting and powering on the M7 and exercising the JLTV electronic data architecture to ensure compatible and verify compliance with Section 3 requirements.
PDFOV-8090	The M7 electrical interface shall not have connectors susceptible to damage when the M7 discharger(s) and AFU are not installed.	X	X			Inspection shall be conducted IAW TOP 2-2-505 before, during, and after RAM testing to evaluate connector condition and verify compliance with Section 3 requirement.
PDFOV-6891	**3.4.5.8.6.1.3 Dischargers Wiring**					**4.4.5.8.6.1.3**

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PDFOV-6892	The JLTV wiring to accommodate multiple M7 dischargers shall be configured in parallel circuit so the loss of any launcher will not effect the function of the remaining dischargers.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-6676	**3.4.5.8.7 Fording Kit**					**4.4.5.8.7**
PDFOV-6677	The JLTV shall be capable of accepting a Fording Kit IAW the fording depth and venting requirements in the Fording section of this document.	X				Inspect IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-6678	**3.4.5.8.8 Exportable Power Kit**					**4.4.5.8.8**
PDFOV-6679	The JLTV shall be capable of accepting a Exportable Power Kit IAW the Exportable Electrical Power section of this document.	X				Inspect IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-6737	**3.4.5.8.9 Rocket Propelled Grenade Protection Kit**					**4.4.5.8.9**
PDFOV-6738	The JLTV shall be capable of accepting a Rocket Propelled Grenade (RPG) protection kit IAW Annex G of the JLTV ATPD.					This is a definition and not verifiable separately.
PDFOV-6739	**3.4.5.8.10 Silent Watch Energy Storage Kit**					**4.4.5.8.10**
PDFOV-6740	The JLTV shall be capable of accepting a rechargeable Silent Watch Energy Storage Kit (if kitted) IAW vehicle specific annexes.					This is a definition and not verifiable separately.
PDFOV-1261	The JLTV with the engine off and without the use of an auxiliary power unit, shall have the capability of supplying continuous, rechargeable electrical power during a silent watch mission for two (2) hours when undergoing the load described in Annex K throughout a 32°F (0°C) to 125°F (52 °C) ambient temperature range. Silent watch systems/loads/duty cycles are defined in Annex K. This capability may be kitted. (T)		X			The Power Management and Distribution System shall be tested to verify compliance with Section 3 requirement.
PDFOV-8120	The JLTV with the engine off and without the use of an auxiliary power unit, shall have the capability of supplying continuous, rechargeable electrical power during a silent watch mission for four (4) hours when undergoing the load described in Annex K throughout a 32°F (0°C) to 125°F (52 °C) ambient temperature range. Silent watch systems/loads/duty cycles are defined in Annex K. This capability may be kitted. (O)		X			The Power Management and Distribution System shall be tested to verify compliance with Section 3 requirement.
PDFOV-7857	The JLTV with the engine off and without the use of an auxiliary power unit or Silent Watch Kit, shall have the capability of supplying continuous, rechargeable electrical power until the battery level protection system engages.					
PDFOV-1135	**3.4.5.8.11 Spare Tire Kit**					**4.4.5.8.11**

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PDFOV-1136	The JLTV shall be capable of carrying a spare wheel/tire assembly kit, with spare wheel/tire identical to that employed on the vehicle.	X				Inspection shall be conducted IAW TOP 2-2-505 to ensure the kit includes all that is specified in section 3.
PDFOV-1138	A device, capable of operating independent of vehicle power, shall be provided on each JLTV to facilitate spare tire loading and unloading from stowed position by two (2) crew members. (T)		X			Testing shall be conducted IAW TOP 1-2-504, paragraphs 6.d.1.b, 6.d.3 and 6.d.3.b, and MIL-STD-1472F, paragraph 5.9.11.3.1, to verify compliance with Section 3 requirement.
PDFOV-8040	A device, capable of operating independent of vehicle power, shall be provided on each JLTV to facilitate spare tire loading and unloading from stowed position by one (1) crew member. (O)		X			Testing shall be conducted IAW TOP 1-2-504, paragraphs 6.d.1.b, 6.d.3 and 6.d.3.b, and MIL-STD-1472F, paragraph 5.9.11.3.1, to verify compliance with Section 3 requirement.
PDFOV-1140	A two (2) person JLTV crew shall be capable of completing a field tire change on the JLTV and companion trailer, using only BII, within 30 minutes per tire while the vehicle is on a flat, hard surface without unhitching any towed load.		X			Testing shall be conducted IAW MIL STD 1472f and JLTV technical manual, to verify compliance with Section 3 requirement.
PDFOV-8654	The crew, while wearing arctic gear, shall be able to complete a field tire change using only BII and the components of the spare tire kit.		X			Testing shall be conducted IAW TOP 1-2-610 Part II Sec 2.2.2 and 2.6.2.4 to verify compliance with Section 3 requirement. Crew lifting shall be limited to the weights listed in MIL-STD-1472 Table XVII.
PDFOV-8655	The Spare Tire Kit shall contain a manually operated compact jack with a capacity of at least 100% of the maximum axle load rating to safely lift the vehicle on hard level surfaces for spare tire changing activities. (T)					A vertical static force equal to 100% of the maximum axle load shall be applied to the vehicle jack and observed for deflection to verify compliance with Section 3 requirement. Maximum axle load rating shall be obtained from Contractor.
PDFOV-8656	The Spare Tire Kit shall contain an impact wrench powered by an on-vehicle or self contained source and suitable to remove and replace the vehicle wheel fasteners. (O)					
PDFOV-8657	The JLTV at GCVW while fitted with Spare Tire Kit shall traverse a 22.5 degree V-ditch 25 ft (8 m) wide at an approach angle 90 degrees to the obstacle without interference between the trailer and vehicle.		X			Testing shall be conducted IAW TOP 2-2-611 paragraph 5.3 Trench Crossing to verify compliance with section 3 requirement.
PDFOV-1141	**3.4.5.8.12 Run-Flat Kit**					**4.4.5.8.12**
PDFOV-1142	The Run-Flat Kit shall permit driving while at GCVW for a total of 18 mi (29 km) at a sustained speed of 20 mph (32 kph) on paved roads after complete loss of air pressure in any two (2) tires for the vehicle or one (1) tire for the trailer. Reduction in speed and degradation in mobility are allowable while utilizing the run-flat device in conjunction with a deflated tire. (T)					Accumulation of mileage shall be in accordance with 12.0mi (19.3km) Cross Country with an average speed of 12mph (19km/h). Accumulation of mileage shall be in accordance with 9.0mi (14.4km) Secondary Road with an average speed of 21mph (34km/h). Accumulation of mileage shall be in accordance with 9.0 mi (14.4km) Paved Road with an average speed of 30mph (48km/h).

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PDFOV-8041	The run-flat capability shall permit driving for a total of 30 mi (48.28 km) over the OMS/MP terrain after loss of air pressure in any two (2) tires for the JLTV or one (1) tire for the JLTV-T. Reduction in speed is allowable while utilizing the run-flat device. (O)		X			Accumulation of mileage shall be tested over the following terrains: 12.0mi (19.3km) Cross Country with an average speed of 12mph (19km/h), 9.0mi (14.4km) Secondary Road with an average speed of 21mph (34km/h), 9.0 mi (14.4km) Paved Road with an average speed of 30mph (48km/h). This is to verify compliance with Section 3 requirement.
PDFOV-6901	The run-flat device shall not damage the JLTV's tires, wheels or suspension components when run at highway, cross-country and mud/sand/snow inflation levels.		X			Testing shall be conducted IAW 2-2-704, paragraphs 2 and 11, over the JLTV FOV OMS/MP terrain profile, to verify sec. 3 requirement.
PDFOV-8371	**3.4.5.8.13 120 mm Quickstow Mortar Kit**					**4.4.5.8.13**
PDFOV-8372	The JLTV-T shall be configured to accept the 120mm Quickstow Mortar Kit.				X	Analysis shall be provided to verify compliance with Section 3 requirement.
PDFOV-8373	**3.4.5.8.14 Soft Top Kit**					**4.4.5.8.14**
PDFOV-8374	The Soft Top Kit shall contain a one-piece tarpaulin that can be installed and fastened on the JLTV-T by two (2) crew without MHE.			X		Certification shall be used to verify compliance with Section 3 requirement.
PDFOV-8375	In the JLTV-T, the tarpaulin material shall be vinyl-coated nylon conforming to type II, class 2 of MIL-PRF-20696 or equivalent.			X		Certification shall be used to verify compliance with Section 3 requirement.
PDFOV-8376	In the JLTV-T, the front of the tarpaulin shall be contour sewn such that there is no opening at the corners.			X		Certification shall be used to verify compliance with Section 3 requirement.
PDFOV-8377	The tarpaulin shall form-fit the front end of the JLTV-T.			X		Certification shall be used to verify compliance with Section 3 requirement.
PDFOV-8378	In the JLTV-T, a bolt-on weather resistance stowage box shall be provided to stow the soft top kit.	X				Inspection shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8379	In the JLTV-T, the bottom of the box shall be located no lower than the frame.	X				Inspection shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8380	The JLTV-T shall provide stowable tarp bows for use with the soft top kit.	X				Inspection shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8381	The JLTV-T stowable tarp bows shall provide the soft top kit with a height of approximately equal to that of the base vehicle and fit two Joint Modular Intermodal Containers (JMIC) in its internal volume. The JMIC dimensions are 43.75 in x 51.75 in x 43 in (L x W x H).	X				Inspection shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8484	**3.4.5.8.15 Power Management Expansion Kit**					**4.4.5.8.15**

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PDFOV-8485	The JLTV shall be able to include, as a Power Management Expansion Kit, spare (connectorized, switchable and controllable through the DSDU) auxiliary 28 VDC power connections (three 75A and three 30A) to permit adding additional equipment without changing the DSDU user interface.					
PDFOV-1233	**3.4.5.8.16 Exportable Electrical Power Kit**					**4.4.5.8.16**
PDFOV-1234	The JLTV shall be capable of providing 10 kW of sustained electrical export power as a kit, with engine running at tactical idle speed and when the JLTV is moving, to an external power customer and be provided simultaneously with the on board power generation requirements. (T)		X			Testing shall be conducted to verify compliance with Section 3 requirement. During testing of the OBVP, the export power kit shall also be capable of producing 10 kW while still meeting the requirements of the OBVP. The power quality shall meet the requirements of the specifications listed in PDFOV-1238.
PDFOV-7616	When providing power <= 10 kW, exportable power shall be provided nominally at 110/120VAC L-N @ 60Hz, 220/240VAC L-L and 208VAC 3-phase @ 60Hz or 240 L-N @ 50Hz.		X			Testing shall be conducted to verify compliance with Section 3 requirement. Each of the voltage level/ frequencies shall be verified during test.
PDFOV-7617	The JLTV shall be capable of stacking export power kits in blocks of 10 kW up to a maximum of 30 kW providing of sustained electrical export power to an external power customer, with the engine running at tactical idle speed and when the vehicle is moving. (O)		X			Testing shall be conducted to verify compliance with Section 3 requirement. During testing of the OBVP, the export power kit shall also be capable of producing 30 kW while still meeting the requirements of the OBVP. The power quality shall meet the requirements of the specifications listed in PDFOV-1238.
PDFOV-7618	When providing power > 10 kW, exportable power shall be selectable at: 110/120VAC L-N @ 60Hz, 220/240VAC L-L @ 60Hz; 240 L-N @ 50Hz, 208V 3-Phase AC @ 60Hz; 415V 3-Phase @50Hz, 4-Wire. The loads may be unbalanced.		X			Testing shall be conducted to verify that various voltage level and frequency combination; and ensuring that power production is capable and the quality meets the requirements of the specifications listed in PDFOV-1238 to verify compliance with Section 3 requirement.
PDFOV-1238	The exportable power shall be IAW MIL-STD-1332 for a type 1, class 1, mode 1 generator and be tested IAW MEP-STD-001 (for AC voltages) and MIL-STD-705.		X			Testing shall be conducted IAW MEP-STD-001 to verify compliance with Section 3 requirement.
PDFOV-8516	**3.4.5.8.17 MIL-STD-704 Power Kit**					**4.4.5.8.17**
PDFOV-7845	The JLTV low voltage system shall provide a minimum of 5 kW of clean MIL-STD-704 quality power as a kit.		X			Testing shall verify that when kitted, the MIL-STD-704(28VDC) can produce 5KW and that it meets the power quality in the MIL-STD to verify compliance with Section 3 requirement.
PDFOV-8658	**3.4.5.8.18 Combat Bumper Kit**					**4.4.5.8.18**
PDFOV-8659	The JLTV shall provide a Combat Bumper Kit which is capable of pushing passenger cars (at 6,000 lbs GVW) from lanes of maneuver (disabled cars, damaged vehicles, etc.) without damage		X			Testing shall be conducted to verify compliance with Section 3 requirement. This testing shall include a combat bumper equipped JLTV physically pushing an obstacle out of the way, to validate Section 3.

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	to the JLTV.					
PDFOV-3325	**3.4.5.9 Fuel**					**4.4.5.9**
PDFOV-3328	The primary fuel to start and operate the JLTV shall be JP-8 per MIL-DTL-83133.	X		X		Inspect IAW TOP 2-2-505 will be conducted to verify Certification to verify compliance with Section 3 requirement.
PDFOV-8180	The JLTV shall be capable of operating on DF2 diesel fuel per A-A-52557 or ASTM D975.	X		X		Inspect IAW TOP 2-2-505 will be conducted to verify Certification to verify compliance with Section 3 requirement.
PDFOV-3330	The JLTV shall be capable of operating with alternate fuels as defined by AR-70-12 with minimal operational impact except for the gasoline like fuels.	X		X		Inspect IAW TOP 2-2-505 will be conducted to verify Certification to verify compliance with Section 3 requirement.
PDFOV-3336	If liquid cooled, the engine shall be serviced with a solution of propylene glycol conforming to A-A-52624 and water in equal parts by volume. In conditions below -25°F (-32°C) a 60/40 Propylene Water Mixture is used.	X		X		Inspect IAW TOP 2-2-505 will be conducted to verify Certification to verify compliance with Section 3 requirement.
PDFOV-3337	**3.4.5.9.1 Fuel Efficiency**					**4.4.5.9.1**
PDFOV-3338	The JLTV shall achieve 10 payload ton-mpg at GVW over representative OMS/MP terrain. (T)		X			Testing shall be conducted IAW TOP 2-2-603 to verify compliance with Section 3 requirement.
PDFOV-8181	The JLTV shall achieve 15 payload ton-mpg at GVW over representative OMS/MP terrain. (O)		X			Testing shall be conducted IAW TOP 2-2-603 to verify compliance with Section 3 requirement.
PDFOV-8192	The JLTV shall have a maximum of a 1.6 Gallon/Hour idle fuel consumption rate while providing 10kW of total 28 VDC power.		X			Testing shall be conducted IAW TOP 2-2-603 with the vehicle stationary and at the engine speed necessary to provide 10kW of total 28v DC power to verify compliance with Section 3 requirement.
PDFOV-8193	The JLTV shall have a maximum of a 1.0 Gallon/Hour idle fuel consumption rate while providing 10kW of total 28 VDC power. (O)		X			Testing shall be conducted IAW TOP 2-2-603 with the vehicle stationary and at the engine speed necessary to provide 10kW of total 28v DC power to verify compliance with Section 3 requirement.
PDFOV-3345	**3.4.5.10 Lubricants**					**4.4.5.10**
PDFOV-3359	Grease lubrication fittings shall conform to SAE J534.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance to the Section 3 requirement.
PDFOV-3472	**3.4.5.11 Engine/Drive Train**					**4.4.5.11**
PDFOV-3473	**3.4.5.11.1 Engine Cooling System**					**4.4.5.11.1**
PDFOV-3474	The cooling system shall meet the requirements of SAE J1436 except for inspection of fluid fill levels is accomplished without removal of caps from coolers or surge tanks.	X				Inspection shall be conducted IAW TOP 2-2-505 and TOP 2-2-607 to verify compliance with Section 3 requirement.

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PDFOV-3478	The JLTV shall be equipped with a brush guard for front end protection of vehicle lights, hood/body, and engine compartment components.	X				Inspection shall be conducted IAW TOP 2-2-505 and TOP 2-2-506 to verify compliance with Section 3 requirement.
PDFOV-8660	The brush guard must withstand the impact of a 1.5 in (38 mm) diameter tree limb without deformation while the vehicle is traveling at 25 mph (40 kph).		X			Testing shall be conducted by driving the vehicle into a 1.5 in (33 mm) diameter tree limb (or equivalent) at 25 mph to verify compliance with section 3 requirement.
PDFOV-3484	Given clean heat exchanger(s), the required cooling shall be provided continuously at all ambient conditions between -40°F (-40°C) and 125°F (52°C), full radiant heat load and at 750 mm HG.				X	Analysis shall be provided to demonstrate compliance with Section 3 requirement.
PDFOV-3485	a. Under all operating conditions within the maximum tractive effort (TE) to weight vs speed defined by:				X	Analysis shall be provided to demonstrate compliance with Section 3 requirement.
PDFOV-3486	i. TE/projected vehicle combat loaded weight = 0.6 to maximum forward speed.		X			Testing shall be conducted IAW TOP 2-2-607 to verify compliance with Section 3 requirement.
PDFOV-3487	ii. Gear engaged idle and high idle operations.		X			Testing shall be conducted IAW TOP 2-2-607 to verify compliance with Section 3 requirement.
PDFOV-3488	b. For all conditions specified under the Braking and Speed on Grade Section of this ATPD.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-3489	c. Including the capability of cooling the ancillary vehicle power (hydraulic, electrical, electronics, pneumatic, etc.) losses for the JLTV application as a minimum, while satisfying (a) and (b). Integration of the cooling requirements of the vehicle power system is optional, and is dependent upon due consideration to the volume, weight, and other penalties imposed on the propulsion system by such cooling requirements.		X			Testing shall be conducted IAW TOP 2-2-607 to verify compliance with Section 3 requirement.
PDFOV-3490	**3.4.5.11.2 Fan Clutch**					**4.4.5.11.2**
PDFOV-3491	If a fan clutch is used, a positive lockup shall be provided in case of a clutch or a control system failure.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-3493	The cooling fan shall be designed so that it will not experience aerodynamic stall with a 30% cooler face area blockage.				X	Analysis shall be conducted to verify compliance with Section 3 requirement.
PDFOV-3495	The fan shall be equipped with a control so that fan use is minimized when not required for cooling.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-3496	**3.4.5.11.3 Oil Filtration**					**4.4.5.11.3**
PDFOV-6762	Spin-on type oil filters shall be used for engine oil filtration.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-3504	**3.4.5.11.4 Engine Speed Control**					**4.4.5.11.4**

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PDFOV-3507	The tactical idle (≤1800 RPM Engine speed) control shall operate only when the vehicle is in park or neutral and automatically disengage when the vehicle is placed in gear.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-3526	**3.4.5.11.5 Exhaust System**					**4.4.5.11.5**
PDFOV-3527	The exhaust system shall conform to FMCSR 393.83.		X			Testing shall be conducted IAW TOP 2-2-614 to verify compliance with Section 3 requirement.
PDFOV-8182	Horizontal exhuast systems, where fitted, shall have the direction of discharge between horizontal and 79 percent grade (45 degrees slope) downward to minimize the entry of water.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirements.
PDFOV-8661	Vertical exhaust systems, where fitted, shall meet ADR 42-04 Section 10.4.2 or 10.4.3.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirements.
PDFOV-8183	The exhaust mufflers and exhaust pipes shall be made of corrosion resistant material.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance with Section 3 requirements.
PDFOV-8185	The exhaust mufflers and exhaust pipes shall be furnished with adequate guards/shielding to prevent personnel contact. The exposed surface of the exhaust guards/shields cannot exceed the surface temperatures defined in MIL-STD-1472 Section 5.13.4.6		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-3532	**3.4.5.11.6 Transmission (If Applicable)**					**4.4.5.11.6**
PDFOV-3533	The transmission shall be automatic.	X				Inspected IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-8186	The transmission shall have a gear range capable of meeting the performance specified in this ATPD.	X				Inspected IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3537	The transmission shall include starter interlock that is inoperative whenever the engine is running or anytime the transmission shift lever is in a forward or reverse drive position.	X				Inspected IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3538	The transmission shall include a means to manually select and identify the gear range IAW FMVSS 102 S3.1.	X				Inspected IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3540	**3.4.5.11.7 Transfer Case (If Applicable)**					**4.4.5.11.7**
PDFOV-3511	The accelerator control system shall conform to FMVSS 124.	X				Inspected IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3541	If applicable, the transfer case shall have the ability to provide torque proportioning full time all-wheel drive.	X				Inspection shall be conducted IAW TOP 2-2-505 to verify compliance to the Section 3 requirement.
PDFOV-3543	A multi-speed transfer case, if used, shall possess a low range speed of at least 20 mph (32 kph).		X			Tested IAW TOP 2-2-602 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3544	**3.4.5.11.8 Steering**					**4.4.5.11.8**

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PDFOV-3545	Power assist steering shall be furnished and provide full limit steer when the JLTV is stationery on paved surface.		X			The JLTV shall be tested in accordance with AVTP 03-30WT as specified in the Section 3 Requirement. Maximum vehicle steering force shall be 40 lb or less.
PDFOV-8483	The minimum clearance around the JLTV steering wheel shall be 3 in (7.6 cm).		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-3547	The steering system shall have a mechanical linkage between the steering system and the wheels.	X				The JLTV shall be inspected to verify compliance with Section 3 requirement.
PDFOV-3549	In the event power assist is lost, the system shall be manually steerable.		X			Tested IAW MIL STD 1472 and TOP 2-2-609 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3553	The steering wheel shall be capable of being locked in a neutral position with either a standard padlock A-A-59487 (Part Identification Number AA59487-1BC) or chain.	X				Inspected IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-7434	The steering control system shall be constructed so that no components or attachments, including the horn actuating mechanisms and trim hardware, can catch the driver's clothing, watch, rings, or bracelets during normal driving maneuvers.		X			Tested IAW MIL STD 1472 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-7435	The steering column and shaft in the vehicle shall not be displaced more than 5 in (127 mm) in the horizontal rearward direction parallel to the longitudinal axis of the vehicle during a 30 mph (48 kph) perpendicular impact into a fixed collision barrier.					
PDFOV-3583	**3.4.5.11.9 Engine EPA Emissions Requirements**					**4.4.5.11.9**
PDFOV-3584	The JLTV is not subject to EPA Motor Vehicle Heavy Duty Diesel Exhaust emission standards or the EPA Non-road exhaust emission standards since the vehicle will contain permanent armor protection. This determination is IAW 40 CFR, Sections 85.1703, 89.908 and 1068.225.					This is a definition and not verifiable separately.
PDFOV-3588	The JLTV shall meet National Security Exemption labeling requirements IAW EPA regulations.	X				Inspected IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3592	Pollution control technologies that are affected by the sulfur level of the JP-8 fuel either in maintenance or life expectancy shall not be used, e.g., Exhaust Gas Re-circulation (EGR), NOX traps, particulate traps, catalytic converters, etc.			X		Certification shall be provided to verify compliance with Section 3 requirement.
PDFOV-6744	**3.4.5.12 Fuel System**					**4.4.5.12**
PDFOV-6747	The fuel system shall meet the requirements of FMCSR 393.65 and 393.67 and incorporate the Standard Army Refueling System (SARS) components.			X		Certification shall be provided to verify compliance with Section 3 requirement.

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PDFOV-6748	The fuel system shall include an automatic water separator.	X				Inspected IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-6752	A shutoff valve between the tanks, if more than one tank, shall be furnished.	X				Inspection IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-6759	Fuel tank(s) shall be provided with drain plug(s) and safety type tank filler caps, captive chained to filler neck strainers, which are accessible and removable by personnel wearing arctic mittens.		X			Testing IAW MIL STD 1472 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-6760	Fuel tank ports must be a minimum of 2.3 in (5.8 cm) inside diameter, and shall be compatible with NATO dispensing nozzles having a nominal outside diameter of 2 in (5 cm).	X				Inspected IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3560	**3.4.5.13 Hydraulic Reservoir (if applicable)**					**4.4.5.13**
PDFOV-3562	Filter(s) shall be readily accessible for cleaning or replacement without draining the reservoir in all hydraulic circuits.	X				Inspected IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-8188	Bypasses shall be furnished where necessary, to protect filters and ensure components are adequately lubricated during cold temperature operation.	X				Inspected IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3564	A visual means shall be provided to confirm hydraulic fluid level, i.e., dip stick, sight gage; and pressure vented type filler cap of no less than 5 psi (35 kPa).	X				Inspected IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3566	Reservoir shall allow for hydraulic maintenance without draining the systems. (O)	X				Inspection IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3568	**3.4.5.14 Hydraulic Hoses and Fittings (if applicable)**					**4.4.5.14**
PDFOV-3569	High-pressure hoses and fittings shall conform to the requirements of SAE J516, SAE J517 and SAE J343.			X		Certification shall be provided to verify compliance with Section 3 requirement.
PDFOV-3574	**3.4.5.15 Hazardous Materials Usage**					**4.4.5.15**
PDFOV-3576	Asbestos, beryllium, Class I and Class II Ozone Depleting Substances, radioactive materials, hexavalent chromium, cadmium, mercury, lead or other highly toxic or carcinogenic materials, as defined in 29 CFR 1910.1200 (Appendix A), shall not be used in the manufacture, assembly, maintenance or sustainment of the JLTV. Lead-acid batteries and lead solder may be used without prior approval from the Government.	X				Inspected IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-8189	The JLTV shall be designed in such a way that the use of benzene, N-butyl alcohol, toluene, dichloromethane, and xylene are not required during maintenance or sustainment of the vehicle.	X				Inspected IAW TOP 2-2-505 will be conducted to verify compliance to the Section 3 requirement.
PDFOV-3597	**3.4.5.16 Disposal**					**4.4.5.16**

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PDFOV-3598	The JLTV and JLTV-T shall be designed such that the users have the ability to dispose of the system in full compliance with applicable U.S., foreign and international environmental quality laws and regulations.			X		Certification shall be provided to verify compliance with Section 3 requirement.
PDFOV-8279	**3.5 JLTV Variant Requirements**					**4.5**
PDFOV-8280	**3.5.1 JLTV-GP**					**4.5.1**
PDFOV-8281	There are no vehicle specific requirements for JLTV-GP.					This is a definition and not verifiable separately.
PDFOV-8289	**3.5.2 JLTV-CCWC**					**4.5.2**
PDFOV-8662	The JLTV-CCWC shall be designed to not degrade the performance of the weapons mounted on the vehicle. The JLTV-CCWC uses the same chassis as the JLTV-GP while the body structure may differ in order to accommodate weapon and ammunition stowage as well as missile backblast.		X			Testing shall be conducted with weapons mounted on JLTV-CCWC, and results compared to baseline (i.e. weapons in non-mounted configuration) performance, to verify compliance with Section 3 requirement.
PDFOV-8290	**3.5.2.1 Primary and Secondary Weapon Operation**					**4.5.2.1**
PDFOV-8291	The JLTV-CCWC shall mount one (1) primary weapon (TOW Improved Target Acquisition System (ITAS)/Saber, M2 50 cal or MK-19 40mm) and one (1) secondary weapon (M240B or M249) at the same time. Only one (1) primary weapon and one (1) secondary weapon will be carried at a time. Simultaneous operation of both weapons is not required.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8292	**3.5.2.2 TOW ITAS/Saber Integration**					**4.5.2.2**
PDFOV-8293	The design of the JLTV-CCWC shall prevent injury to the crew and damage to the vehicle or missile/system damage due to missile launch, backblast area, fin deployment, and missile drop.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8294	The JLTV-CCWC shall provide a means to safely fire the missile by: warning the crew of vehicle related obstructions to the missile and missile backblast, or disable missile firing due to obstructions and to the missile backblast, or the vehicle shall be designed such that no obstructions to missile backblast/missile launch are present.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8295	The JLTV-CCWC shall provide the capability to mount an antenna protection system which lowers the antennas on the JLTV-CCWC so that the antennas are neither obstructions for missile firing nor damaged by the missile backblast.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8296	**3.5.2.3 TOW ITAS/ Saber Traverse/Elevation/Depression**					**4.5.2.3**

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PDFOV-8297	The TOW ITAS/Saber when mounted on the JLTV-CCWC shall permit +20 degrees elevation and -10 degrees depression. (T)		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8298	The TOW ITAS/Saber when mounted on the JLTV-CCWC shall permit +30 degrees elevation and -20 degrees depression. (O)		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8299	**3.5.2.4 TOW ITAS/Saber Service Functionality**					**4.5.2.4**
PDFOV-8300	The JLTV-CCWC with the TOW ITAS/Saber mounted, shall allow the crew to perform all crew service functions (e.g. loading, firing, immediate action, reloading, unloading) on the TOW ITAS/SABER.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8301	**3.5.2.5 TOW ITAS/Saber Stowage**					**4.5.2.5**
PDFOV-8302	The JLTV-CCWC shall provide a designated stowage location, shock, vibration and weather protected, and secure, for the TOW ITAS/Saber Target Acquisition System (TAS) (58 lbs) when not in operational use. (T)		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8536	The JLTV-CCWC shall provide a designated stowage location, ballistic, IED and blast protected to the same level of protection as the rest of the vehicle, for the TOW ITAS/Saber TAS (58 lbs) when not in operational use. (O)		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8303	The JLTV-CCWC shall provide a designated stowage location, shock, vibration and weather protected, and secure, for the TOW ITAS/Saber Position Attitude Determining System (PADS) when not in operational use. (T)		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8663	The JLTV-CCWC shall provide a designated stowage location, ballistic, IED and blast protected to the same level of protection as the rest of the vehicle, for the TOW ITAS/Saber PADS when not in operational use. (O)		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8304	The JLTV-CCWC shall provide a designated stowage location, shock, vibration and weather protected, and secure, for the TOW ITAS/Saber Fire Control System (FCS) in Stow bag (40 lbs) when not in operational use. (T)		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8664	The JLTV-CCWC shall provide a designated stowage location, ballistic, IED and blast protected to the same level of protection as the rest of the vehicle, for the TOW ITAS/Saber FCS in Stow bag (40 lbs) when not in operational use. (O)		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8305	The JLTV-CCWC shall provide a designated stowage location, shock, vibration and weather protected, and secure, for the TOW ITAS/Saber Traversing Unit (TU) (72 lbs) when not in operational		X			Testing shall be conducted to verify compliance with Section 3 requirement.

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	use. (T)					
PDFOV-8665	The JLTV-CCWC shall provide a designated stowage location, ballistic, IED and blast protected to the same level of protection as the rest of the vehicle, for the TOW ITAS/Saber TU (72 lbs) when not in operational use. (O)		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8306	The JLTV-CCWC shall provide a designated stowage location, shock, vibration and weather protected, and secure, for the TOW ITAS/Saber Lithium-Ion Battery Box (65 lbs) when not in operational use. (T)		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8666	The JLTV-CCWC shall provide a designated stowage location, ballistic, IED and blast protected to the same level of protection as the rest of the vehicle, for the TOW ITAS/Saber Lithium-Ion Battery Box (65 lbs) when not in operational use. (O)		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8307	The JLTV-CCWC shall provide a designated stowage location, shock, vibration and weather protected, and secure, for the TOW ITAS/SABER Vehicle Mounted Charger (VMC) (17 lbs) when not in operational use. (T)		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8667	The JLTV-CCWC shall provide a designated stowage location, ballistic, IED and blast protected to the same level of protection as the rest of the vehicle, for the TOW ITAS/SABER VMC (17 lbs) when not in operational use. (O)		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8308	The JLTV-CCWC shall provide a designated stowage location, shock, vibration and weather protected, and secure, for the TOW ITAS/SABER Launch Tube (11 lbs) when not in operational use. (T)		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8668	The JLTV-CCWC shall provide a designated stowage location, ballistic, IED and blast protected to the same level of protection as the rest of the vehicle, for the TOW ITAS/SABER Launch Tube (11 lbs) when not in operational use. (O)		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8309	The JLTV-CCWC shall provide a designated stowage location, shock, vibration and weather protected, and secure, for the TOW ITAS/Saber Display when not in operational use. (T)		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8669	The JLTV-CCWC shall provide a designated stowage location, ballistic, IED and blast protected to the same level of protection as the rest of the vehicle, for the TOW ITAS/Saber Display when not		X			Testing shall be conducted to verify compliance with Section 3 requirement.

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	in operational use. (O)					
PDFOV-8342	The JLTV-CCWC shall provide a designated stowage location for the TOW ITAS/Saber Tripod (27 lbs) when not in operational use. (T)		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8670	The JLTV-CCWC shall provide a designated stowage location, shock, vibration and weather protected, and secure, for the TOW ITAS/Saber Tripod (27 lbs) when not in operational use. (O)		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8321	**3.5.3 JLTV-UTL**					**4.5.3**
PDFOV-8671	**3.5.3.1 Power Connector/Interfaces**					**4.5.3.1**
PDFOV-8495	The JLTV-UTL shall include a dedicated, secured for shock and vibration, weather protected, located near the right rear of the cabin and accessible for use by an attached shelter; 250A MIL-STD-1275 28 VDC power connector that meets the requirements of IEC 60309.	X	X			Inspection shall be conducted IAW TOP 2-2-505 to demontrate compliance with the spec for form, fit and function and the criteria for shock, vibration and weather have been met. Testing shall demonstrate the connector can draw 250 amps while meeting the voltage quality requirements of MIL-STD-1275. Inspection and Testing shall verify compliance with Section 3 requirement.
PDFOV-8323	**3.5.3.2 Cargo Covering Kit**					**4.5.3.2**
PDFOV-8324	The JLTV-UTL shall be capable of accepting a cargo covering kit with a tarpaulin conforming to MIL-PRF-20696, Type I, Class 2 and necessary supports.			X		Certification shall be provided to verify compliance with Section 3 requirement.
PDFOV-8325	**3.5.3.3 Cargo Bed**					**4.5.3.3**
PDFOV-8326	The JLTV-UTL cargo bed shall have sidewalls, headboard and a fold down tailgate.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8327	The JLTV-UTL cargo bed sidewalls, headboard, or tailgate panels that are hinged shall not detach from the vehicle while operating the hinge mechanism.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8328	The JLTV-UTL cargo bed sidewalls and tailgate shall be removable without use of tools.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8329	The removable components shall have specific recesses or handles to facilitate their removal.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8330	**3.5.3.4 Shelter Transport**					**4.5.3.4**
PDFOV-8331	The JLTV-UTL shall be capable of transporting the S-250 Shelter by use of an interface kit. (T)		X			Testing shall be conducted by physically fitting the shelter identified in Section 3 onto the vehicle and driving the vehicle with shelter to verify compliance with Section 3 requirement.

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PDFOV-8332	The JLTV-UTL shall be capable of transporting the S-250 Shelter by directly mounting the shelters to the vehicle. (O)		X			Testing shall be conducted by physically fitting the shelter identified in Section 3 onto the vehicle and driving the vehicle with shelter to verify compliance with Section 3 requirement.
PDFOV-8333	The JLTV-UTL shall be capable of transporting the S-250G Shelter by use of an adapter. (T)		X			Testing shall be conducted by physically fitting the shelter identified in Section 3 onto the vehicle and driving the vehicle with shelter to verify compliance with Section 3 requirement.
PDFOV-8334	The JLTV-UTL shall be capable of transporting the S-250G Shelter by directly mounting the shelters to the vehicle. (O)		X			Testing shall be conducted by physically fitting the shelter identified in Section 3 onto the vehicle and driving the vehicle with shelter to verify compliance with Section 3 requirement.
PDFOV-8335	The JLTV-UTL shall be capable of transporting the S-788 Lightweight Multipurpose Shelter (LMS) by use of an interface kit. (T)		X			Testing shall be conducted by physically fitting the shelter identified in Section 3 onto the vehicle and driving the vehicle with shelter to verify compliance with Section 3 requirement.
PDFOV-8336	The JLTV-UTL shall be capable of transporting the S-788 Lightweight Multipurpose Shelter (LMS) by directly mounting the shelters to the vehicle. (O)		X			Testing shall be conducted by physically fitting the shelter identified in Section 3 onto the vehicle and driving the vehicle with shelter to verify compliance with Section 3 requirement.
PDFOV-8337	The JLTV-UTL shall be capable of transporting the S-787 Shelter by use of an interface kit. (T)		X			Testing shall be conducted by physically fitting the shelter identified in Section 3 onto the vehicle and driving the vehicle with shelter to verify compliance with Section 3 requirement.
PDFOV-8338	The JLTV-UTL shall be capable of transporting the S-787 Shelter by directly mounting the shelters to the vehicle. (O)		X			Testing shall be conducted by physically fitting the shelter identified in Section 3 onto the vehicle and driving the vehicle with shelter to verify compliance with Section 3 requirement.
PDFOV-8339	The JLTV-UTL shall be capable of transporting the S-832 Shelter by use of an interface kit. (T)		X			Testing shall be conducted by physically fitting the shelter identified in Section 3 onto the vehicle and driving the vehicle with shelter to verify compliance with Section 3 requirement.
PDFOV-8343	The JLTV-UTL shall be capable of transporting the S-832 Shelter by directly mounting the shelters to the vehicle. (O)		X			Testing shall be conducted by physically fitting the shelter identified in Section 3 onto the vehicle and driving the vehicle with shelter to verify compliance with Section 3 requirement.
PDFOV-8344	The JLTV-UTL shall be capable of transporting the S-842 Standardized Integrated Command Post System (SICPS) by use of an interface kit. (T)		X			Testing shall be conducted by physically fitting the shelter identified in Section 3 onto the vehicle and driving the vehicle with shelter to verify compliance with Section 3 requirement.
PDFOV-8345	The JLTV-UTL shall be capable of transporting the S-842 Standardized Integrated Command Post System (SICPS) by directly mounting the shelters to the vehicle. (O)		X			Testing shall be conducted by physically fitting the shelter identified in Section 3 onto the vehicle and driving the vehicle with shelter to verify compliance with Section 3 requirement.

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PDFOV-8672	The JLTV-UTL shall be capable of transporting the Shop Equipment Contact Maintenance Shelter (SECM) by use of an adapter. (T)		X			Testing shall be conducted by physically fitting the shelter identified in Section 3 onto the vehicle and driving the vehicle with shelter to verify compliance with Section 3 requirement.
PDFOV-8673	The JLTV-UTL shall be capable of transporting the SECM by directly mounting the shelters to the vehicle. (O)		X			Testing shall be conducted by physically fitting the shelter identified in Section 3 onto the vehicle and driving the vehicle with shelter to verify compliance with Section 3 requirement.
PDFOV-8674	The JLTV-UTL shall be capable of transporting the Command Post Platform (CPP) shelter by use of an interface adapter. (T)		X			Testing shall be conducted by physically fitting the shelter identified in Section 3 onto the vehicle and driving the vehicle with shelter to verify compliance with Section 3 requirement.
PDFOV-8675	The JLTV-UTL shall be capable of transporting the CPP shelter by directly mounting the shelters to the vehicle. (O)		X			Testing shall be conducted by physically fitting the shelter identified in Section 3 onto the vehicle and driving the vehicle with shelter to verify compliance with Section 3 requirement.
PDFOV-8676	The JLTV-UTL shall be capable of transporting the SICPS base Shelter by use of an adapter. (T)		X			Testing shall be conducted by physically fitting the shelter identified in Section 3 onto the vehicle and driving the vehicle with shelter to verify compliance with Section 3 requirement.
PDFOV-8677	The JLTV-UTL shall be capable of transporting the SICPS base Shelter by directly mounting the shelters to the vehicle. (O)		X			Testing shall be conducted by physically fitting the shelter identified in Section 3 onto the vehicle and driving the vehicle with shelter to verify compliance with Section 3 requirement.
PDFOV-8678	The JLTV-T shall be capable of transporting the S-250 Shelter by use of adapter or directly mounting the shelters to the trailer. (O)		X			Testing shall be conducted by physically fitting the shelter identified in Section 3 onto the vehicle and driving the vehicle with shelter to verify compliance with Section 3 requirement.
PDFOV-8679	The JLTV-T shall be cabable of transporting the S-788 Lightweight Multipurpose Shelter (LMS) by use of adapter or directly mounting the shelters to the trailer. (O)		X			Testing shall be conducted by physically fitting the shelter identified in Section 3 onto the vehicle and driving the vehicle with shelter to verify compliance with Section 3 requirement.
PDFOV-8680	The JLTV-T shall be cabable of transporting the Command Post Platform (CPP) Shelter by use of adapter or directly mounting the shelters to the trailer. (O)		X			Testing shall be conducted by physically fitting the shelter identified in Section 3 onto the vehicle and driving the vehicle with shelter to verify compliance with Section 3 requirement.
PDFOV-8393	**3.5.4 JLTV-T**					**4.5.4**
PDFOV-8681	**3.5.4.1 Departure Angle**					**4.5.4.1**
PDFOV-8350	The JLTV-T angle of departure shall not be less then 79 percent grade (45 degrees slopes).		X			Testing shall be conducted IAW TOP 2-2-500 paragraph 5.2.1 to verify compliance with Section 3 requirement.
PDFOV-8682	**3.5.4.2 Lunette**					**4.5.4.2**
PDFOV-8385	The JLTV-T shall provide a lunette which permits a single operator to hook-up to the pintle of the JLTV and existing military trucks.	X				The JLTV shall be inspected for conformance to the Section 3 requirement.
PDFOV-8683	**3.5.4.3 Power Connector/Interfaces**					**4.5.4.3**

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PDFOV-8362	The JLTV-T electrical system shall be fully compatible with both 24-volt and 12-volt JLTV electrical systems.					
PDFOV-8364	The JLTV-T 24-volt/12 pin interconnecting coil-type electrical cable shall be hard wired on the trailer side.					
PDFOV-8365	The JLTV-T electrical system shall be fully compatible with, and be fully operational, when connected to the appropriate intra-vehicular cable receptacles of prime movers equipped with SAE seven-pin electrical connectors, SAE J560.					
PDFOV-8394	**3.5.4.4 Tailgate**					**4.5.4.4**
PDFOV-8395	The JLTV-T shall be equipped with a fold down, removable tailgate.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8396	The JLTV-T tailgate shall be the full width across the rear of the cargo opening.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8397	The JLTV-T tailgate shall be capable of maintaining a horizontal open position which can support an evenly distributed minimum load of 1,000 lb (454 kg) (static).		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8398	Chains or other hardware used in the JLTV-T tailgate assembly shall have noise dampening material.	X				Inspection shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8399	**3.5.4.5 Cargo Bed**					**4.5.4.5**
PDFOV-8400	The JLTV-T shall meet all performance requirements of this specification both with and without the cargo bed attached.		X		X	Analysis shall be provided, and a test conducted, to verify compliance with Section 3 requirement.
PDFOV-8401	The JLTV-T cargo bed shall be secured to the chassis using four ISO container locks.	X				Inspection shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8402	The JLTV-T shall be capable of securing cargo to the chassis, which includes a tactical quiet 10 kW generator sets with dimensions: 62 in (157 cm) x 32 in (81 cm) x 37 in (93 cm) (L x W x H).	X				Inspection shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8403	For the purposes of sizing the trailer, the JLTV-T (trailer) shall be capable of carrying two Joint Modular Intermodal Containers (JMIC) on the floor of the trailer bed. The JMIC dimensions are 43.75 in (111 cm) x 51.75 in (131 cm) x 43 in (109 cm) (L x W x H).		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8522	The JLTV-T shall be capable of carrying the same shelters as the JLTV-UTL. (O)					
PDFOV-8404	**3.5.4.6 Sidewalls and Endwalls**					**4.5.4.6**
PDFOV-8405	The JLTV-T shall be equipped with removable sidewalls and endwalls that have a minimum height of 18 in (46 cm).		X			Testing shall be conducted to verify compliance with Section 3 requirement.

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PDFOV-8406	The JLTV-T sidewalls and endwalls that are hinged shall not detach from the trailer while operating the hinge mechanism.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8407	**3.5.4.7 Storage Compartment**					**4.5.4.7**
PDFOV-8408	The JLTV-T shall provide a weather-resistant storage compartment for JLTV-T accessories.	X				Inspection shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8409	**3.5.4.8 Wheel Splash and Stone Throw Protection**					**4.5.4.8**
PDFOV-8410	The JLTV-T shall provide rigid fenders or flexible splash shields.			X		Certification shall be used to verify compliance with Section 3 requirement.
PDFOV-8411	**3.5.4.9 Pedestal/Retractable Landing Device**					**4.5.4.9**
PDFOV-8412	An adjustable leg shall be provided to allow a JLTV-T without prime mover to be leveled on longitudinal slopes from zero to plus or minus 10 percent.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8413	The landing device shall possess a combination wheel and ground pad.	X				Inspection shall be performed IAW TOP 2-2-505 to verify compliance with Section 3 requirement.
PDFOV-8415	**3.5.4.10 Rear Stabilizer Legs**					**4.5.4.10**
PDFOV-8416	Rear stabilizer legs shall be provided which stabilize the JLTV-T on longitudinal slopes from zero to plus or minus 10 percent.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8417	The capacity of each stabilizer leg shall be a minimum of 50 percent of the JLTV-T payload.		X			Testing shall be conducted to verify compliance with Section 3 requirement.
PDFOV-8684	**3.5.4.11 CTIS**					**4.5.4.11**
PDFOV-8685	**3.5.4.11.1 Mechanical Connections**					**4.5.4.11.1**
PDFOV-8387	The JLTV-T shall have mechanical connections as specified per ADR 62/02 Mechanical Connections Between Vehicles for TB Class Trailer (Light Trailer) or TC Class Trailers (Medium Trailer).		X			Testing shall be conducted IAW ADR 62/02 to verify compliance with Section 3 requirement.
PDFOV-8686	**3.5.4.11.2 Pintles**					**4.5.4.11.2**
PDFOV-8388	The JLTV-T shall be compatible with all JLTV pintles. (T)			X		Certification shall be provided to verify compliance with Section 3 requirement.
PDFOV-8389	The JLTV-T shall be compatible with HMMWV pintle. The ground to lunette height for the HMMWV is 20 3/8 in (52 cm) to 29 in (74 cm). (O)			X		Certification shall be provided to verify compliance with Section 3 requirement.
PDFOV-8390	The JLTV-T shall be compatible with FMTV pintles. The ground to lunette height for the FMTV it is 32.6 in (83 cm) to 39 in (99 cm). (O)			X		Certification shall be provided to verify compliance with Section 3 requirement.
PDFOV-8391	The JLTV-T shall be compatible with HEMTT-LHS pintles. The ground to lunette height for the HEMTT-LHS is 32.6 in (83 cm) to 39 in (99 cm). (O)			X		Certification shall be provided to verify compliance with Section 3 requirement.

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PDFOV-8392	The JLTV-T shall be compatible with M939 pintles. The ground to lunette height for the M939 is 32.6 in (83 cm) to 39 in (99cm). (O)			X		Certification shall be provided to verify compliance with Section 3 requirement.
PDFOV-8370	To protect from loss of JLTV-T control in the event of pintle or lunette failure, safety chains shall be provided on all JLTV-T's which conform to SAE J684, Class 4.		X			Testing shall be conducted with a tensile strength test on the safety chains. A load equivalent to the trailer GVWR will be applied in a direction parallel to the trailers longitudinal axis via the safety chains and maintained for 1 minute as required by SAE J684.